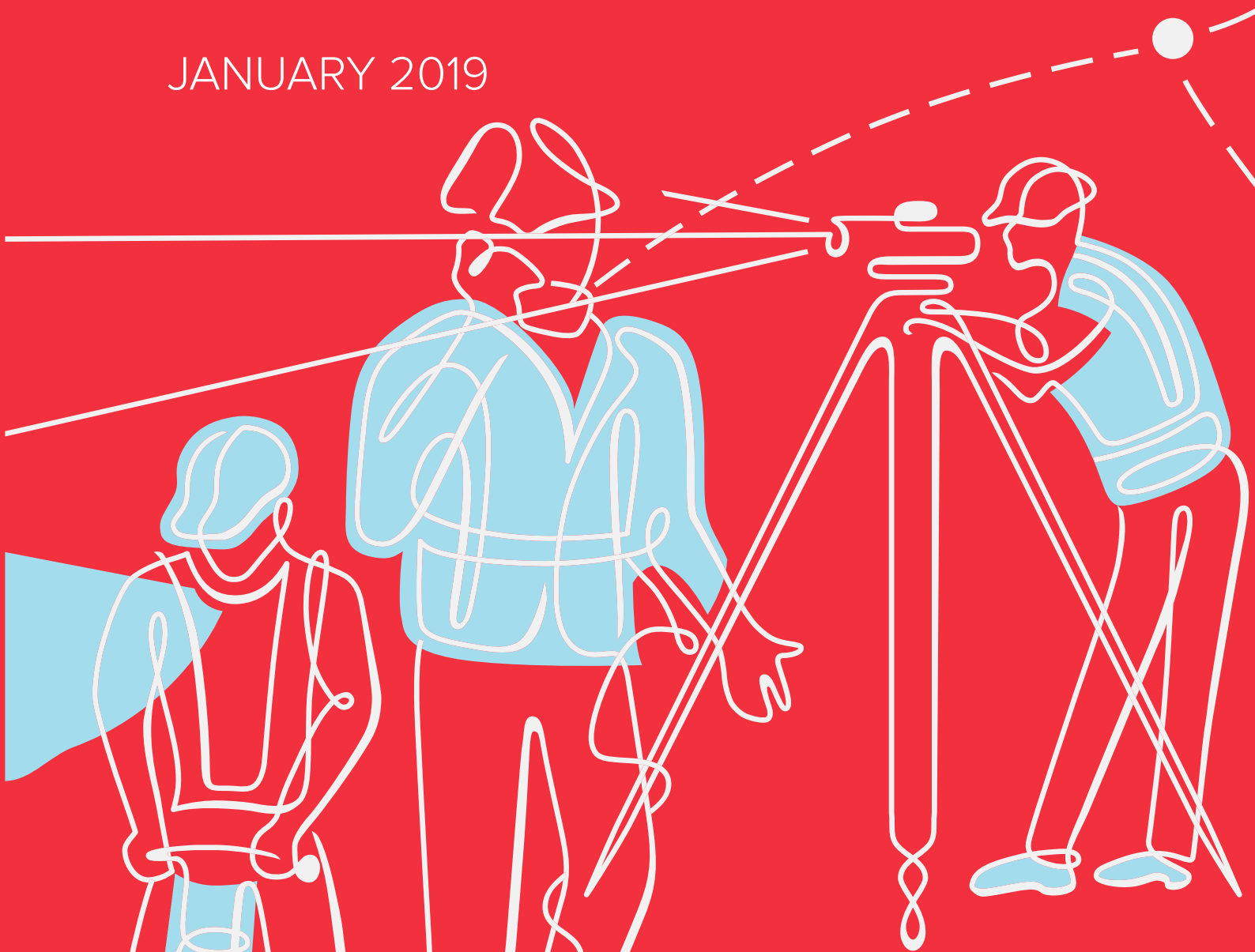




# CARDIFF CAPITAL REGION CITY DEAL: APPRAISAL OF METRO PLUS RTA PROGRAMME, FINAL REPORT

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# 1. Introduction

## 1.1 Background

A £30 million programme of schemes has been developed (Metro Plus Regional Transport Authority (RTA) Programme), which if undertaken will support the implementation of the South Wales Metro.

The South Wales Metro is an ambitious project linking people and jobs across South East Wales in a fast, efficient and environmentally positive way. It will provide a platform to deliver sustainable economic development, by connecting people, communities and business to employment, services, facilities and markets through reliable, resilient infrastructure<sup>1</sup>. Current rail commitments for the Metro in South Wales are detailed in Appendix A.

The Metro Plus RTA Programme would see each Local Authority within South East Wales receive a £3million share to implement a scheme. Funding is being sought from Welsh Government (£15million) and from the Cardiff Capital Region City Deal (CCRCD) (£15million) to implement this programme.

Table 1.1 outlines the schemes that make up the proposed Metro Plus RTA Programme.

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<sup>1</sup> <https://tfw.gov.wales/projects/south-wales-metro> - date accessed - 12<sup>th</sup> November 2018

**Table 1.1 – Metro Plus RTA Programme**

Option Name	Local Authority	Option Description	Estimated Cost
<b>Interchanges</b>			
EVR/ Abertillery Spur & Interchange	Blaenau Gwent CBC	The current Ebbw Valley Railway service is 1tph, The Transport Minister announced 2nd train service per hour to be introduced by 2021 to Newport. This Abertillery Spur option is seeking to create a 3-4 mile link from Abertillery to Ebbw Valley at Aberbeeg. Previous work has been undertaken on Heavy Rail to Abertillery, however, currently work ongoing to review and revisit previous proposals through identifying transport issues from Abertillery with a range of options to be considered e.g. light rail or guided bus. Electric charging points to be included within future proposal implemented.	£12m plus
Caerphilly Rail and Bus Station	Caerphilly CBC	Developing a brief and seeking funding to develop seamless interchange between rail and bus (currently not seamless). High quality passenger facilities to be provided including electronic information etc, increase capacity from existing 280 park and ride spaces, Electric Vehicles charging for bus and private car. Will include wider goals such as tying into, business development, green hub for technology etc.	£4-5 million
Porth Interchange	Rhondda Cynon Taf CBC	Transport interchange between bus and rail services within Porth is poor. The current on street set up, with its three main bus stops being 450 metres apart and removed from the railway station, prevents a seamless transition for those who use the buses and trains for onward journeys. There is no rail link to many of the surrounding communities, such as the Rhondda Fach, Trebanog, Tonyrefail and Gilfach Goch, and interchange at Porth is vital to allow commutable journeys, particularly to Pontypridd and Cardiff in the south, to be made by public transport. The vision is to transform Porth into a prosperous and attractive town, which offers a wide range of opportunities for visitors, residents and businesses, with improved connectivity to and from the surrounding areas being anchored by a Transport Hub and a regenerated “Station Quarter”. A site has been identified that has the potential for this 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 the Park and Ride.	£4-5 million
Barry Docks	Vale of Glamorgan Council	The VoG has a bus interchange identified in its LDP for Barry Docks to include rail, Park and Ride, active travel, bus and taxi. The rail, Park and Ride and some active travel have already been provided and the bus and taxi need to be addressed to ensure a seamless interchange. The regeneration section of the VoG have also identified the area between the Docks Office and the Gladstone Bridge to be in desperate need of regeneration. The Transport Minister also announced at the Cardiff Airport Master plan launch that Barry	£3-4 million

		<p>is in need of bus interchange to feed into the airport and that TfW would be seeking to provide this. There are various options, and discussions have been ongoing with the predominant bus operator and the VoG to identify a suitable location. Feasibility is required on the specific land adjacent to the railway and Park and Ride site at Barry Docks to consider the land suitability and feasibility funding from the regional LTF pot is being allocated to carry out this work in 2018/19. It is anticipated that the bus interchange would include 4-5 bus bays, have provision for taxis and possibly extend the existing Park and Ride site which is at / overcapacity. The new rail franchise includes additional rail capacity on the line and currently all Park and Ride sites are at or over capacity within Barry. There is a regeneration intention to include a mixed use provision between the two locations identified along the rail corridor and a Targeted Regeneration Investment (TRI) bid has been submitted for this provision. A North – South Barry bus provision to link with the railway could reduce the congestion both on the Port Road / Culverhouse Cross corridor and the Dinas Powys corridor.</p>	
Merthyr Bus Station and Pentrebach Station Park and Ride	Merthyr Tydfil CBC	<p><b>Merthyr Bus Station:</b> Fully developed project to deliver a new bus interchange and link between bus station and rail station (150 YARDS) within Merthyr Tydfil. New interchange to include 14 Bus stands and EV charging points.</p> <p><b>Pentrebach Station Park and Ride:</b> The focus at Pentrebach is the regeneration of a significant brownfield site in Merthyr Tydfil that has been largely vacant for nearly 10 years. The South Wales Metro, with high frequency light rail connections, will be the catalyst for the development of a sustainable, mixed use, neighbourhood. Redevelopment of the area has the potential to maximise opportunities provided from planned transport infrastructure investment (increases in service capacity, Pentrebach station and park and ride improvements and a potential future new metro station) and to support 440 homes and employment land.</p> <p>Development at the ‘Hoover Strategic Regeneration Area’ will be informed by the development of a master plan. The Council has worked with Welsh Government and Transport for Wales to prepare a draft Framework Masterplan (June 2018) for the area. This has been informed by a providing a layout that indicates densities of between 30 to 45 dwellings per hectare. It has also identified 6.5 hectares of vacant and underused land for new employment use at the Willows/Abercanaid Industrial Estate. The Framework Master plan also seeks to reflect sustainable placemaking principles and reflect the legacy of the Hoover Factory site.</p>	£500,000 Merthyr Bus Station, £2.5 million Pentrebach Station Park and Ride
<b>Park and Ride</b>			

Pyle Park and Ride	Bridgend CBC	<p>Implementation of a Park and Ride facility as part of the development of an integrated transport hub that serves the local community of Pyle and the nearby settlements of Porthcawl, Kenfig Hill, Cefn Cribwr and Cornelly. Due to the station's proximity to the town of Porthcawl, it is ideally placed to provide access to the South East Wales Metro network for the existing residents, and those that will be attracted due to the planned regeneration proposals within the town.</p> <p>The existing 23-space car park at Pyle, including 2 disabled bays, are located on the westbound side of the railway with an informal parking area available on the eastbound side which serves Pyle RFC. An initial business case assessment was undertaken in 2013 which suggested that the formal car park was operating over capacity, and that a minimum of 75 additional spaces be considered as part of the development of any future proposals.</p> <p>The most recent figures for Pyle station usage from 2016/17 show that 118,910 journeys were made from the station, an increase of 35% from the levels recorded in 2011/12. The scheme will therefore include the design and delivery of an additional Park and Ride facility that can cater for current demand and future growth based on an updated business case.</p> <p>The proposal will also include appropriate Active Travel connections to maximise accessibility of the station for local residents, and will improve links to the nearby Village Farm Industrial Estate which is located 500m east of the station. The enhanced Park and Ride facilities will also give full consideration to the inclusion of EV charging points, and the provision of additional cycle parking facilities where deemed appropriate.</p>	£3 million
Severn Tunnel Junction	Monmouthshire County Council	<p>The scheme proposes to provide an additional 150-200 space car park on the south side of Severn Tunnel Junction station. There is currently a substantial shortfall of spaces, which creates problems within the existing car park and nearby streets. The scheme will enable reconfiguration of the existing (north-side) station car park including more than 40 additional bike &amp; ride spaces, safer walking &amp; cycling access, a revamped bus-rail interchange, EV charging spaces and potentially an improved station building (with ticket office, café, shop, WC).</p>	£3-4 million
Pontypool and New Inn Station	Torfaen CBC	<p>Opportunity to provide at least 200 spaces including EV charging.</p> <p>The aim of the scheme is to break the current cycle of poor facilities/services by providing an interchange provision so that the station acts as a key hub for regional travel for the area. The proposed enhancements</p>	£3-4 million



		<p>at Pontypool and New Inn Rail Station includes a new Park and Ride which will be accessed from the A4042 trunk road, DDA compliant platform access and improved station facilities including cycling facilities.</p> <p>The station is a potential interchange point with passengers from the 'Eastern Valley' including Blaenavon, Abersychan, Pontypool, New Inn, and also for Usk and the West of Monmouthshire. This station will support the nearby proposed Mamhilad development with a current allocation of 1,800 dwellings.</p> <p>The station has to date benefited from WG investment for both physical improvements and design and development works for the creation of a strategic park and ride served off the A4042(T) with associated accessibility improvements. The former has consisted of the improvement of parking, pedestrian and cycling facilities and included the provision of a bus stop and turning area to accommodate any future interchange facilities. Allied to this work, Active Travel improvements have been undertaken to better connect the station to the surrounding area and facilities.</p>	
Bus Priority			
Newport to Cardiff	Newport City Council	<p>The Newport to Cardiff Bus Corridor links a number of significant trip attractors in the Cardiff Capital Region, including:</p> <ul style="list-style-type: none"> <li>• Cardiff City Centre</li> <li>• Newport Road Retail Park</li> <li>• St Mellons Business park</li> <li>• Cleppa Park/IQE Semi-conductor plant</li> <li>• Office of National Statistics / Patent Office</li> <li>• Royal Gwent Hospital</li> <li>• Newport City Centre</li> <li>• Wales International Conference Centre</li> </ul> <p>Services on this corridor suffer from extended journey times (current schedules indicating a time of circa 1 hour to undertake the 15-mile journey), with operators confirming services are subject to considerable</p>	£3-4 million

		<p>journey time variability. There is also a lack of consistency in roadside infrastructure, which does not present a coherent offer to potential users.</p> <p>It is proposed that an improvement package is developed to address these issues to provide a high-quality public transport link that showcases bus travel in the region. This will include:</p> <ul style="list-style-type: none"> <li>• Consistent, high-quality roadside infrastructure to promote and facilitate increased bus use.</li> <li>• Improved journey time and consistency resulting in reduced generalised journey times for users and operational efficiencies</li> </ul> <p>The scheme will also provide the foundation to introduce a Park and Ride facility to the East of Newport and could be operated by vehicles using more environmentally sustainable forms of propulsion, including opportunity charging for Electric Vehicles.</p>	
East Cardiff	Cardiff City Council	<p>The City Centre East project will incorporate 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. The infrastructure improvements will benefit local and regional transport through providing improved sustainable connections to key transport hubs, employment zones and visitor destinations. Improvements include:</p> <ul style="list-style-type: none"> <li>• New bus priority measures to connect local and regional buses through the east and south of the city to: <ul style="list-style-type: none"> <li>o The Enterprise Zone;</li> <li>o Queen Street Station;</li> <li>o Retail Quarter (St David's Shopping Centre);</li> <li>o Central Square;</li> <li>o The Transport Interchange;</li> <li>o Central Quay;</li> <li>o Cardiff Bay.</li> </ul> </li> <li>• Bus priority measures that will allow buses to service the Transport Interchange on major event days</li> </ul>	£5-6 million

		<ul style="list-style-type: none"><li>• Installation of Central Cycle Superhighway Section that will connect and link all 4 superhighways to the city centre.</li><li>• Pedestrian Crossing and Public Realm Improvements on/to:<ul style="list-style-type: none"><li>o Dumfries Place;</li><li>o Station Terrace;</li><li>o Queen St Station;</li><li>o Stuttgart Strasse.</li></ul></li><li>• 20mph Zone and traffic calming measures</li><li>• Air Quality Improvements (outside of Queen Street Station)</li><li>• Cycle Parking and Next Bike</li><li>• Charging Points (TBC)</li></ul>	
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The collective benefits of this Metro Plus RTA Programme are greater than if implemented as individual schemes.

This report is not intended to provide evidence as to the selection process of how schemes have been chosen for the Metro Plus RTA programme. This work has already been undertaken and documented. This report provides an outline of the potential collective benefits of the programme as a whole, in supporting implementation of the South Wales Metro by outlining some of the potential outputs, outcomes and opportunities.

Evidence presented within this report will support the application for Cardiff Capital Region City Deal funding.

## 1.2 Wider Context

The Metro Plus RTA Programme does not operate in isolation and will impact upon and be influenced by a range of wider contextual aspects. In many cases these impacts will be positive, with The Metro Plus RTA Programme providing wide ranging benefits.

Below is a summary of some of the current wider contextual issues and how the Metro Plus RTA Programme may influence these.

**Carbon Reduction, Improving Air Quality and Health Benefits;** - A new report (2018) led by King's College London and published by the government's Committee on the Medical Effects of Air Pollutants (COMEAP) estimates that between 28,000 and 36,000 people die as a result of air pollution every year in the UK<sup>2</sup>. The Environmental (Wales) Act places a duty on Welsh Ministers to ensure that in 2050 net CO<sub>2</sub> emissions are at least 80% lower than baseline set in legislation. Local authorities also have a requirement to manage air quality issues and hit targets set in plans for Air Quality Management Areas. The Metro plus programme provides a positive contribution to reducing carbon through the reduction of single occupancy car trips through facilitation of modal shift to sustainable public transport options. A reduction in car trips will also help to address improvements in Air quality leading to widespread health benefits.

**Electric Vehicle Charging Opportunities** –There is a separate study currently being undertaken by Cenex looking at the opportunities for how the Metro RTA Plus programme can adopt electric charging technology at all sites in the programme and how this can be integrated in to the programme for cars, and bus network, as well as defining what types of charging provision should be implemented and the operating models available. There are benefits not only in terms of sustainability and carbon reduction from the adoption of electric vehicle charging, but also to potential revenue generation and the potential to foster new innovative industries from the adoption of new technology on a wide scale across the programme (the Metro Plus RTA Programme could provide the critical mass for project start-ups in this area). This could provide employment opportunities in new innovative industries.

**Issuing of White Paper on Improving Public Transport from Welsh Government<sup>3</sup>** - In December 2018 the Welsh Government issued a white paper on proposals to legislate for

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<sup>2</sup> <https://www.kcl.ac.uk/news/news-article.aspx?id=41ef9e91-5796-4344-948b-8d7c0045bdfc> – date accessed 9<sup>th</sup> Jan 2019

<sup>3</sup> Welsh Government, Consultation Document, Improving public transport, A Welsh Government White Paper on proposals to legislate for reforming the planning and delivery of local bus services and licensing of taxis and private hire vehicles, 10 December 2018

reforming the planning and delivery of local bus services and licensing of taxis and private hire vehicles. Local bus services are very important to the transport network in south wales as buses continue to account for about 100 million passenger journeys each year. This white paper highlights that improvements in the quality of bus journeys is needed across the welsh network. The Metro Plus RTA Programme includes improvements to the key Cardiff to Newport bus corridor which would see improvements in provision of facilities and journey quality, as will the East Cardiff proposals.

**Industrial and Economic Plan** - The Industrial and Economic Plan takes the principles and themes within the JWA Five Year Business Plan, the Welsh Government Economic Action Plan, and the UK government Industrial Strategy, and articulates an industrial and economic plan for the Cardiff Capital City region. This will guide and influence future funding recommendations made by the Regional Economic Growth Partnership to Regional Cabinet.

The Industrial and Economic Plan that is under development will set out an ambitious and long-term plan to boost productivity, accelerate economic and inclusive growth in the region. The Plan aims deliver sustainable and inclusive growth, whilst supporting the objectives of boosting competitiveness and tackling inequalities. The Metro Plus Programme will help to achieve the Plans aims through providing a sustainable transport network which will improve access and thus assist in accelerating economic growth in the region. The programme schemes will be open to all (public transport schemes) helping to tackle inequalities.

### 1.3 Report Structure

This report is structured as follows:

- Chapter 2 – presents an appraisal of the programme and its schemes against the CCRCD Strategic Objectives and Wellbeing objectives;
- Chapter 3 – provides an outline of the potential collective benefits of the programme;
- Chapter 4 – provides a conclusion to the report.

## 2. Strategic Objectives

### 2.1 Introduction

To ensure strategic fit of the Metro Plus RTA Programme, an assessment has been undertaken as to the potential impact of the programme (and its individual schemes) in achieving the CCRCO objectives and themes and its impact on the Wellbeing of Future Generations Act (Wales) 2015.

### 2.2 CCRCO Objectives

Any programme seeking CCRCO funding streams need to demonstrate that it will positively impact in achieving the strategic objectives, help address the key strategic themes and aid in achieving the CCRCO measures of success such as job creation, private sector leverage, employment and skill levels, productivity levels and GVA.

CCRCO strategic objectives are split into three main themes:

- **Propensity and Opportunity** - Building the capacity of individuals, households, public sector and businesses to meet challenges and grasp opportunity creating a more productive economy;
- **Inclusion & Equality and Culture** - A vibrant and sustainable economy which contributes to the well-being and quality of life of the people and communities in the region now and in the future;
- **Community & Sustainability** - Forging a clear identity and strong reputation as a City-Region for trade, innovation, and quality of life.

The CCRCO strategic themes are:

- **Skills & Employment** - Developing a Skilled Workforce and Tackling Unemployment
- **Connecting the Region** - Improving Connectivity Globally, Regionally and Locally
- **Innovation** - Creating an Innovation District and Increasing Entrepreneurial Activity and Innovation
- **Regeneration & Infrastructure** - Providing the right physical place and environment to support growth

#### *Methodology of Assessment*

A qualitative appraisal has been undertaken of the impact of the Metro Plus RTA Programme (and of its individual schemes) against the CCRCO objectives. Appraisal has been based on existing known data and no new primary data has been collected.

Impact has been scored using a seven point 'Likert' scale:

<b>Large positive (+ + +)</b>
<b>Moderate positive (+ +)</b>
<b>Slight positive (+)</b>
<b>Neutral (0)</b>
<b>Slight negative (-)</b>
<b>Moderate negative (- -)</b>
<b>Large Negative (- - -)</b>

No weighting has been applied to any of the assessment criteria.

A qualitative appraisal has also been provided of how the programme will address the key themes of CCRCO.

### *Results*

#### **CCRCO Strategic Objectives**

Table 2.1 outlines the results of the appraisal of the Metro Plus RTA Programme (and its individual schemes) against the CCRCO strategic objectives.

Table 2.1 - Appraisal of Schemes and Package Against Cardiff Capital Region Strategic Objectives

Option Ref.	Option	Cardiff Capital Region Strategic Objectives																					
		Prosperity & Opportunity								Inclusion & Equality						Culture, Community & Sustainability							
		Building the capacity of individuals, households, public sector & businesses to meet the challenges & grasp opportunity creating a more productive economy	Providing the right infrastructure including connectivity by means of good transport links and high-speed broadband	Encouraging a culture of innovation and entrepreneurship by providing the right skills, opportunities and support to engender a confidence to be creative	Ensuring that the city-regions labour market is equipped with the skills that businesses need	Improving public sector efficiency and effectiveness by new ways of working	Supporting all businesses to become more productive, from small retail to large advanced manufacturers	Enhancing the business climate for emerging sectors, enterprises and innovation	Encourage and promote research and development and entrepreneurial enterprise	A vibrant and sustainable economy which contributes to the well-being and quality of life of people and communities now and in the future	Access to employment and economic opportunities	Participation in the labour market for all members of society	Access to a range of housing, including affordable	Access to education and training to develop skills	Access to social and recreational opportunities	Forging a clear identity and strong reputation as a City-Region for trade, innovation, and quality of life	Ensure our urban centres are vibrant and vital with unique identities which all of the regions residents can use and be proud of	Respect, protect and support our rural and natural environment and use it to promote economic and social outcomes	Develop and promote our world-class cultural and recreational opportunities utilising the regions natural beauty and historic areas	Provide a quality environment across the whole region including existing and new development that attracts businesses and talented people	Demonstrate our commitment to a sustainable future and acknowledge our global responsibility	Work with political and commercial partners, at a national, regional and local level to coordinate the promotion of the region	
Interchanges																							
1	EVR / Abertillery Spur & Interchange	+	+++	0	+	0	0	++	0	++	++	+	0	+	+	+	+	+	+	++	+		
2	Caerphilly Interchange	+	++	0	+	0	0	+	0	++	++	+	0	+	+	+	++	0	+	+	++	+	
3	Porth Interchange	+	+++	0	+	0	0	++	0	++	++	+	0	+	+	+	++	0	+	+	++	+	
4	Barry Docks Interchange	+	+++	0	+	0	0	++	0	++	++	+	0	+	+	+	++	0	+	+	++	+	
5	Merthyr Bus Station / Pentrebach Park and Ride	+	++	0	+	0	0	++	0	++	++	+	0	+	+	+	++	0	+	+	++	+	
Park and Ride																							
6	Pyle Park and Ride	+	++	0	+	0	0	+	0	++	++	+	0	+	+	+	+	0	+	+	++	+	
7	Severn Tunnel Junction Park and Ride	+	++	0	+	0	0	+	0	++	++	+	0	+	+	+	+	+	+	++	+		
8	Pontypool and New Inn Park and Ride	+	++	0	+	0	0	+	0	++	++	+	0	+	+	+	+	+	+	++	+		
Bus Priority																							
9	Newport to Cardiff	+	+++	0	+	0	0	++	0	++	++	+	0	+	+	+	+	0	+	+	++	+	
10	East Cardiff	+	+++	0	+	0	0	++	0	++	++	+	0	+	+	+	+	0	+	+	++	+	
	Metro Plus RTA Programme	+	+++	0	+	0	0	++	0	++	++	+	0	+	+	+	+	+	+	++	+		

KEY

Large positive (+++)
Moderate positive (++)
Slight positive (+)
Neutral (0)
Slight negative (-)
Moderate negative (--)
Large Negative (---)



Table 2.1 shows that the programme will have a positive impact on the majority of strategic objectives. It therefore has a strong strategic fit with objectives of the CCRCO. The impact of the programme on each of the strategic objective themes is discussed below.

### **Prosperity and Opportunity**

Overall 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, Ebbw Valley Rail / Abertillery Spur.

As a whole, connectivity across the region will improve through implementation of the programme. 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.

The Metro Plus RTA Programme will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and further beyond.

The programme will also 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 businesses to grasp new opportunities, from the enhanced access provided by new and improved transport options.

All of the transport improvements contained within the programme will improve access throughout the south east Wales region. This will help increase the skills base of the labour market, through providing means of access to new educational, employment, healthcare and training opportunities.

### **Inclusion and Equality**

The Metro Plus RTA Programme will have a moderate beneficial impact on creating a vibrant and sustainable economy which contributes to the well-being and quality of life for people and communities now and in the future.

All of the transport interventions included within the programme will support, promote and enhance sustainable travel, thus contributing to the development of a sustainable economy. Sustainable travel also promotes long term well-being and the quality of life of people and communities.

The programme will facilitate improved access to employment and therefore new economic opportunities. All of the transport interventions within the programme are public transport based, thus will provide enhanced and new employment access opportunities, particularly for those sectors of society without a private car (helping address deprivation where caused by a lack of access to transport). Improving access for those sectors of society without a private car,

demonstrates the programmes ability to contribute towards permitting participation in the labour market for all members of society.

New and enhanced public transport provision will also improve access to education and training, healthcare and social and recreational opportunities, all of which will promote inclusion and equality across south east Wales.

### **Culture, Community and Sustainability**

The Metro Plus RTA Programme will provide new and enhanced public transport facilities, which will feed into the wider network of South Wales Metro improvements. This will collectively contribute to forging a clear identity and strong reputation as a City-Region that has a good quality of life, with an interconnected high quality transport network.

All of the schemes within the Metro Plus RTA Programme will help to ensure that urban centres are vibrant and vital with unique identities which all of the regions residents can use and be proud of. In particular Caerphilly Interchange, Porth Interchange, Barry Docks Interchange and Merthyr Bus Station will link to wider town centre regeneration schemes, to create a sense of place and identity. These key interchanges (along with the other transport improvements within the programme) will deliver people into key urban centres making them vibrant places, with transport facilities often providing the hub around which the urban centre operates and develops.

Many interventions within the programme will help to 'respect, protect and support the rural and natural environment' to promote economic and social outcomes through provision of improved sustainable transport facilities and improved transport access into and out of rural communities. For example, Severn Tunnel Junction improvements will improve access for communities within rural Monmouthshire.

In relation to this, the Metro Plus RTA Programme will have a beneficial impact on developing and promoting world- class cultural and recreational opportunities through opening up access to areas of natural beauty and historic importance, thus promoting tourism within the South Wales region. By implementing a programme of transport measures which connect into the wider Metro network, the region as a whole becomes easier to travel around thus promoting the South Wales area as a whole offering.

As the Metro Plus RTA Programme includes investment across the whole of south east Wales it will improve the quality of the region as a whole. This is likely to encourage new inward investment as businesses have access to a wide pool of potential resources, who can easily travel around the region to access new job and training opportunities.

The programme clearly demonstrates a commitment to a sustainable future, as all of the transport interventions include focus on facilitating and promoting sustainable transport access. Through a programme of measures that support the Metro, south east Wales will become a region that is easy to navigate by seamless passenger transport.

Through implementation of a programme of measures that are supported by ten local authorities, co-ordinated working between political and commercial partners will be promoted at a regional level.

The Metro Plus RTA Programme is likely to have the greatest positive overall impact on the objectives included within Culture, Community and Sustainability and Inclusion and equality.

## **CCRCD Strategic Themes**

### **Skills & Employment**

The Metro Plus RTA Programme of schemes will assist in tackling unemployment and growing a skilled workforce. During construction of the schemes, direct and indirect employment opportunities will be created in the form of apprenticeships within the construction sector and direct permanent employment opportunities within the programme itself. For example, a link between Abertillery and the Ebbw Valley Railway whether a heavy, light rail or guided bus option would require operators and service staff in addition to providing indirect employment opportunities throughout the construction supply chain.

### **Connecting the Region**

The Metro Plus RTA Programme of schemes directly supports and promotes access to and usage of the Metro. Key aims to the Metro include providing a 'truly turn up and go service'. Interchange improvements along with park and ride included within the programme will permit this. Furthermore the key aim of Metro is to connect people, communities and business to employment, services, facilities and markets through reliable and resilient infrastructure. The programme (new park and ride facilities, improved interchanges and seamless interchange between modes, new and improved bus services and facilities) directly provides this reliable and resilient infrastructure to permit connected travel throughout the south east Wales region.

The Metro Plus RTA Programme will facilitate not only local connectivity but also regional and global connectivity by directly supporting access to the Metro which ties into national services at key hubs such as Newport and Cardiff, as well as internationally via Cardiff airport.

### **Innovation**

Having a well-connected regional area which enables access to a wide range of skills, services and resources will assist in promoting entrepreneurial activity and fostering innovation. Enabling new start-up businesses access to a skills market and resources via an integrated and forward thinking transport network, attract new innovation districts to form.

The development of new transport schemes which can utilise new technologies such as electronic charging points and electronic vehicles etc within is operation and design will also allow formation of new industries to supply these services.

### **Regeneration and Infrastructure**

Transport is key to promoting and supporting growth and providing the right physical place. Many of the elements of the Metro Plus RTA Programme will include schemes that will provide an improvement to physical place by providing a new hub to a town centre. Radiating from these hubs is wider improvements that will aid in promoting town centre growth and economic development.

The programme will supplement the Metro providing a sustainable and integrated future transport network for South Wales.

## 2.3 Well-being of Future Generations Act (Wales), 2015

The Well-being of Future Generations (Wales) Act is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals:

- (1) A globally responsible Wales;
- (2) A Wales of vibrant culture and thriving Welsh Language;
- (3) A Wales of cohesive Communities;
- (4) A more equal Wales;
- (5) A healthier Wales;
- (6) A resilient Wales; and
- (7) A prosperous Wales.

Table 2.2 shows the impact of the individual options and the Metro Plus RTA Programme as a whole against the goals of the Well-Being of Future Generations (Wales) Act 2015 (using the 7 point 'likert' scale detailed in section 2.2). Table 2.2 also includes a review of the impact of the individual schemes and the Metro Plus RTA Programme against the well-being objectives of each of the ten local authorities within which the programme will be implemented.

It can be seen that overall the Metro Plus RTA Programme will have a positive impact on the Well-being of Future Generations Act (Wales), 2015 goals. 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'.

In terms of the programme impact on local authority well-being goals, again a positive impact can be seen. In particular the Metro Plus RTA Programme will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and also provide improved infrastructure and healthier communities.

The Well-being of Future Generations (Wales) Act 2015 also details five ways of working to enable the act. These have been considered in developing the programme:

- **Long Term** – 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 RTA 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.
- **Prevention** – The Metro Plus RTA Programme is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.
- **Integration** – The Metro Plus RTA 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.

- **Collaboration** – The Metro Plus RTA 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.
- **Involvement** – The final Metro Plus RTA Programme has been formed through a process of appraisal, with stakeholder input. A long list of options has been sifted to the final list of schemes included within the programme. The recommended final Metro Plus RTA Programme has been agreed with all ten south east Wales local authorities and will be subject to further approval with CCRCD board members and Welsh Government representatives.

Table 2.2 - Appraisal of Schemes and Package Against Well-being Objectives

Option Ref.	Option	Well-being of Future Generations (Wales) Act 2015 Goals	Monmouthshire CC Wellbeing Objectives	Rhondda Cynon Taf CBC Wellbeing Objectives	Bridgend CBC Wellbeing Objectives	Blaenau Gwent CBC Wellbeing Objectives	Caerphilly CBC Wellbeing Objectives	Cardiff CC Wellbeing Objectives	Merthyr Tydfil CBC Wellbeing Objectives	Newport CC Wellbeing Objectives	Torfaen CBC Wellbeing Objectives	Vale of Glamorgan Wellbeing Objectives
		A globally responsible Wales A Wales of vibrant culture and thriving Welsh language A Wales of cohesive communities A more equal Wales A healthier Wales A resilient Wales A prosperous Wales Provide children and young people with the best possible start in life Respond to the challenges associated with demographic change Protect and enhance the resilience of our natural environment whilst mitigating and adapting to the impact of climate change Develop opportunities for communities and businesses to be part of an economically thriving and well-connected county Economy – building a stronger community People – promoting independence and positive lives for everyone; Place – creating neighbourhoods where people are proud to live and work Wellbeing Objective: Best start in life Wellbeing Objective: Support communities in Bridgend County to be safe and cohesive Wellbeing Objective: Reduce social and economic inequalities Wellbeing Objective: Healthy choices in a healthy environment 1. Create a better, enhanced environment and infrastructure that will benefit our communities, businesses and visitors. 2. Continue to improve learner outcomes and well-being to that all children and young people thrive and realise their full potential 3. We will be a modern, smart Authority, providing leadership to enable people and communities to thrive 4. Take a preventative and early intervention approach to support the most vulnerable ensuring, where appropriate, they are protected and supported to achieve personal outcomes and well-being 5. Maximise the employability of local people through skills development at a local and regional level 6. Enabling older people to feel valued and empowered to maximise their independence and lead healthy and engaged lives 7. Support citizens to take an active and empowered role in their communities to provide resilience 1. Tackling Poverty: Maximising Income 2. Improve Outcomes for all learners, particularly those vulnerable to under-achievement 3. Close the gap in life expectancy for residents between the most and least deprived areas in the borough 4. Carbon management: Reduce our carbon footprint 5. Investment in Council homes to transform lives and communities 1. Strengthen Cardiff's role as the economic and cultural capital city of Wales, supporting the development of the Capital Region and ensuring that the City Deal and the Cardiff Metro deliver for the people of Cardiff and Wales. 2. Seek to make sure that Cardiff has the funding and fiscal powers it needs to lead the Welsh economy and deliver capital city infrastructure and services on behalf of the people of Wales. 3. Understand the impact of Brexit on Cardiff's economy, public services and communities and develop the city's response, including the shape of any successor programmes for European funding. 4. Continue to deliver major events in the city, building on the success of the Champions League Final, in partnership with Welsh Government and the private sector. 5. Aim to double the number of Welsh speakers in Cardiff by 2050 through supporting the delivery of the Bilingual Cardiff Strategy BS 1: Children get the best start to life BS 2: Children and young people are equipped with the skills they need to be successful learners and confident individuals WL 1: Making skills work for Merthyr Tydfil: Developing the workforce of the future WL 2: Developing the environment and infrastructure for business to flourish EW 1: Communities protect, enhance and promote our natural environment and countryside EW 2: Communities protect, develop and promote our heritage and cultural assets LW 1: Developing safer communities LW 2: People have good physical and mental health LW 3: People live independently 1. People like good about living, working, visiting and investing in Newport. 2. People have skills and opportunities to find suitable work and generate sustainable economic growth 3. People and communities are friendly, confident and empowered to improve their wellbeing 4. Newport has healthy, safe and resilient communities 1. Develop a functional, connected network of natural areas that support the current and future well-being needs of local climate change 2. Develop adaptation and mitigation responses to the impacts of climate change 3. Promote children and young people with the best possible start in life. 4. Prevent or limit the impact of chronic health conditions through supporting healthy lifestyles and enabling people to age well 5. Tackle the inter-generational patterns of poverty and develop economic resilience 6. Improve local skills through work-force planning, training, apprenticeships, and volunteering opportunities 7. Create safe, confident communities and promote community cohesion Wellbeing outcome 1: Citizens of the Vale of Glamorgan have a good quality of life and feel part of their local community 2) Reducing poverty and social exclusion 3) Providing decent homes and safe communities Wellbeing outcome 2: The Vale of Glamorgan has a strong and sustainable economy and the local environment is safeguarded for present and future generations 3) Promoting regeneration, economic growth and employment 4) Promoting sustainable development and protecting our environment Wellbeing outcome 3: All Vale of Glamorgan citizens have opportunities to achieve their full potential 5) Raising overall standards of achievement 6) Valuing culture and diversity Wellbeing outcome 4: Residents of the Vale of Glamorgan lead healthy lives and vulnerable people are protected and supported 7) Encouraging and promoting active and healthy lifestyles 8) Safeguarding those who are vulnerable and promoting independent living										
Interchanges												
1	EVR / Aberillery Spur & Interchange	+ 0	+++	++	+	+	+	+	+	+	+	+
2	Caerphilly Interchange	+ 0	+	+	+	+	+	+	+	+	+	+
3	Porth Interchange	+ 0	+	+	+	+	+	+	+	+	+	+
4	Barry Docks Interchange	+ 0	+	+	+	+	+	+	+	+	+	+
5	Merthyr Bus Station / Pentrebach Park and Ride	+ 0	+	+	+	+	+	+	+	+	+	+
Park and Ride												
6	Pyle Park and Ride	+ 0	+	+	+	+	+	+	+	+	+	+
7	Severn Tunnel Junction Park and Ride	+ 0	+	+	+	+	+	+	+	+	+	+
8	Pontypool and New Inn Park and Ride	+ 0	+	+	+	+	+	+	+	+	+	+
Bus Priority												
9	Newport to Cardiff	+ 0	+	+	+	+	+	+	+	+	+	+
10	East Cardiff	+ 0	+	+	+	+	+	+	+	+	+	+
Metro Plus RTA Programme												

KEY

Large positive (+++)
Moderate positive (++)
Slight positive (+)
Neutral (0)
Slight negative (-)
Moderate negative (--)
Large Negative (---)

## 3. Evidence of Collective Benefits

### 3.1 Introduction

Implementation of the Metro Plus RTA Programme of scheme will bring collective benefits. Just as the Metro is greater than the sum of its parts, so too will the proposed programme be in supporting the Metro and providing an integrated sustainable transport network across south east Wales.

This chapter presents evidence of the collective benefits of the programme helping to demonstrate the:

- Outputs;
- Outcomes; and
- Opportunities.

### 3.2 Outputs

#### **Primary Outputs**

The primary outputs of the programme are detailed in Table 3.1. These outputs would be achieved on completion of the programme.

**Table 3.1 – Primary Outputs of the Programme**

	Output
Number of interchanges improved	9
Approximate KM's of passenger transport network improved or provided	32 km (Newport to Cardiff 26km <sup>4</sup> and Abertillery Spur 6km <sup>5</sup> )
Number of new park and ride spaces provided	453 <sup>6</sup>

#### **Targeted Regeneration Investment (TRI)**

The Metro Plus RTA Programme also aligns with the Targeted Regeneration Investment (TRI) bids, which are for schemes to be delivered between 2018 and 2021 and beyond. Improved access provision, transport network development and transport options will help to support the regeneration of an area by attracting inward investment and enabling access to labour markets.

The outputs of the following TRI bids which would be supported by the Metro Plus RTA Programme are shown in Table 3.2.

In summary the Metro Plus RTA Programme will support via the TRI bids:

<sup>4</sup> Based on journey from Newport Bus Station to Customhouse Street Cardiff using AA Route Planner for distance

<sup>5</sup> Based on approx. 4 mile spur implemented

<sup>6</sup> Excludes Ebbw Valley / Abertillery Spur as P&R spaces unknown at present, Caerphilly P&R where increase in numbers unknown, Pentrebach where increase in numbers unknown, Barry Docks unknown as at early stage. Estimated 156 extra at Pontypool and New Inn, 75 additional at Pyle, 150 STJ and 72 Porth.



- 393 gross jobs to be created;
- 260 construction sector jobs to be created; and
- 47 traineeships;



**Table 3.2 – TRI Bids and Outputs Supported by Metro Plus RTA Programme**

TRI Scheme Promoted by Metro Plus RTA Programme	Outputs
<p>CAERPHILLY / YSTRAD MYNACH CORRIDOR: Year 1 TRI Project activity will be targeted within the identified strategic hub of the Caerphilly/Ystrad Mynach Corridor as set out in the TRI Regional Regeneration Plan, specifically the "Southern Caerphilly Investment" area within Caerphilly Basin. TRI investment will focus initially within the retail core of Caerphilly Town Centre, with project activity branching out in a phased manner to surrounding areas. Priority Project for Year 1 are:</p> <p><b>(a) Park Lane Hotel Development</b> – Purchase of 25 Caerphilly Rd (former SpecSavers Building) for the redevelopment of this prime site for leisure/recreational use in close proximity of the historic Caerphilly Castle and within the main retail core of the town. The project is a key element of the wider tourism regeneration strategy for Caerphilly which has the Castle as its focus. The project will bolster the tourism offer by creating a more diverse town centre that includes quality accommodation, increases dwell time and produces a strong day and night time economy.</p> <p><b>(b) Caerphilly Transport and Investment Hub</b> - redevelopment of the existing station and surrounds to create a Metro "Hub" supported by mixed use development of adjacent sites and premises within Southern Caerphilly, improving connectivity to the Station and revitalising this area of the Town Centre</p> <p><b>(c) Caerphilly Ness Tar Site</b> - redevelopment of a brownfield site in a prime location at the edge of the Town Centre for mixed use development, residential and B1 Class Use</p> <p><b>(d) Lansbury Park Estate Regeneration Stage 1:</b> an ambitious regeneration enhancement plan for the reconfiguration of the Estate, the most deprived LSOA in Wales, including a comprehensive series of environmental and landscaping schemes, public realm improvements and improved connectivity to the Town Centre, with the aim of helping the economically and socially marginalised community reconnect with employment opportunities. Delivered in parallel to the above projects will be the TRI Thematic of the Urban Centre Property Enhancement Fund Stage 1 which will target underutilised or redundant buildings within Caerphilly Town Centre in close vicinity to the Caerphilly Castle to re-invigorate the Commercial Core and maximise the potential of key buildings creating an attractive and vibrant envelope for the Castle, specifically the proposed Pentrebanne Street development.</p>	<p><u>Park Lane</u></p> <ul style="list-style-type: none"> <li>• Gross Jobs Created (40)</li> <li>• No. of Jobs Accommodated (20)</li> <li>• No. of Jobs Construction Sector (30)</li> <li>• Total Traineeships (10)</li> <li>• Traineeship Leavers progressing (4)</li> <li>• Investment Induced (£8M+)</li> <li>• Enterprises Accommodated (1)</li> <li>• Land Developed (0.2)</li> <li>• Non-residential Premises created (3000 M2)</li> <li>• Non-residential Premises Created (1 no.)</li> <li>• Number of SMEs securing contracts (10)</li> <li>• Value of contracts awarded to SMEs (£10M)</li> </ul> <p><u>Caerphilly Transport and Investment Hub</u></p> <ul style="list-style-type: none"> <li>• Gross Jobs Created (70+)</li> <li>• No. of Jobs Accommodated (20+)</li> <li>• No. Jobs Construction Sector (60+)</li> <li>• Total no. Traineeships on Project (18)</li> <li>• Enterprises Accommodated (15)</li> <li>• Land developed (1.3)</li> <li>• Non-residential premises created or refurbished (7500 SQM)</li> <li>• Non-residential premises created refurbished (3 no.)</li> <li>• No additional housing units (10)</li> <li>• No of additional social housing (4)</li> <li>• No. of non-residential units back into use (10)</li> <li>• Estimated reduction in CO2 (20%)</li> <li>• No. of SMEs securing contracts (10)</li> <li>• Value of contracts awarded to SME (£10M+)</li> <li>• Ness Tar Gross Jobs Created (20)</li> <li>• No. of Jobs Accommodated (240)</li> <li>• No. jobs created in construction sector (220)</li> <li>• / Enterprises accommodated (120)</li> <li>• land developed (10)</li> <li>• Non-residential Premises created (3000 SQM)</li> <li>• Non-residential premises created (124 no)</li> <li>• No. additional housing units (150)</li> </ul>

	<ul style="list-style-type: none"> <li>No. additional social housing units (50)</li> </ul> <p><b><u>Lansbury Park</u></b></p> <ul style="list-style-type: none"> <li>Gross Jobs Created (10)</li> <li>No. Of Jobs Construction Sector (10)</li> <li>Total Traineeships (4)</li> <li>Traineeship leavers progressing (25)</li> <li>Enterprises Accommodated (4)</li> <li>Land Developed (2)</li> <li>Non Residential Premises created/Refurbished (1)</li> <li>Additional Social Housing Units (30+)</li> <li>No. of households energy performance improvement (750)</li> <li>No. Completing employment related courses (25)</li> <li>No. of SMEs securing contracts (4)</li> </ul>
<p><b>CARDIFF SOUTHERN ARC: City Centre Youth Hub</b> - Refurbishment to extend advice &amp; support services for young people, including into-work, training and job preparation.</p>	<ul style="list-style-type: none"> <li>Number of additional social housing units delivered (40)</li> <li>Non-residential premises created or refurbished (sqm) (2800m2)</li> <li>Non-residential premises created or refurbished (number) (20)</li> </ul>
<p><b>MERTHYR TYDFIL TOWN CENTRE: Bus Station:</b> The project will support the creation of a new Bus Station as part of the integrated transport network for the region.</p>	<ul style="list-style-type: none"> <li>Gross jobs created (3)</li> <li>Number of jobs accommodated (enabled through regeneration investment) (3)</li> <li>Number of jobs created in the construction sector as a result of Welsh Government Regeneration Investment (30)</li> <li>Total number of traineeships on the project (2)</li> <li>Number of traineeship leavers progressing to further learning (at a higher level) or employment (incl. employment with the contractor) (2)</li> <li>Enterprises accommodated (5)</li> <li>Hectares of Land developed (00.97HA)</li> <li>Non-residential premises created or refurbished (sqm) (9700 sqm)</li> </ul>
<p><b>Magor and Undy Community Hub</b> - Vision to create a Community Hub that the residents of Magor and Undy can be proud of. A place where the local communities can come together to socialise, take part in leisure, sporting and cultural activities and to be a place for meetings, events and support networks.</p> <p>The Hub will provide a range of indoor facilities and will complement both existing and new outdoor facilities in the immediate vicinity. The Hub will also support the delivery and establishment of the Magor and Undy walkway train station proposed to be located adjacent to the site as part of the CCR City Deal Metro developments.</p>	<ul style="list-style-type: none"> <li>Non-residential premises created or refurbished (500sqm)</li> <li>Number completing employment related courses or gaining employment related qualification (3no)</li> <li>Number of SME's based in Wales successful in securing contracts / sub contracts (£1.5m)</li> </ul>

<p><b>Newport CITY CENTRE PRIORITY AREA Digital Ecosystem</b> - Market Arcade - refurbishment of Newport's grade II Listed Market Arcade, the 2nd oldest in Wales. HLF funding secured for Stage II 'Delivery'. Intention to expand project further by carrying out internal improvements to provide additional start-up and incubation space within the 'pods' formed by each unit.</p>	<ul style="list-style-type: none"> <li>• Gross Jobs Created (TBC between 50-200);</li> <li>• Construction Jobs (TBC between 50-70);</li> <li>• Traineeships (TBC 5);</li> <li>• Commercial premises Brought Back into Use/Created (TBC up to 10,000 m2) ;</li> <li>• SMEs Securing Contracts (TBC estimate 20);</li> <li>• Value of Contracts to Welsh SMEs (TBC but in region of £10m)</li> </ul>
<p><b>Newport CITY CENTRE PRIORITY AREA Grade A Office</b> - maximising potential for development of Grade A office accommodation.</p>	<ul style="list-style-type: none"> <li>• Potential job creation (200 jobs);</li> <li>• Construction jobs (between 70-100);</li> <li>• Traineeships (5);</li> <li>• SMEs securing contracts (25);</li> <li>• Potential value of contracts to Welsh SMEs (£9m);</li> </ul>
<p><b>South Torfaen Settlement Area</b> - Commercial Street: As part of the Valleys Taskforce Strategic hub, this project will involve the acquisition and conversion of a landmark town centre property as a shared space community hub for Pontypool. The proposal will bring together community and training spaces to improve access to advice, employability support, business support and community services for some of Wales' most deprived communities, helping people into training, job-readiness and employment. In addition, the project will result in some additional, attractive sites being made available for potential housing development</p>	<ul style="list-style-type: none"> <li>• Gross Jobs (20)</li> <li>• Jobs accommodated (3)</li> <li>• Construction jobs (10)</li> <li>• Traineeships (3)</li> <li>• Trainee leavers progressing to further learning / employment (2)</li> <li>• Enterprises accommodated (1)</li> <li>• Non-res premises created or refurb (2414 sqm)</li> <li>• Number completing employment courses/gaining employment qualification (20)</li> <li>• Welsh SME's gaining contracts (1)</li> </ul>

### ***Direct and Indirect Employment Outputs***

The Metro Plus RTA Programme will have a direct benefit on creating new employment. Both during the construction phase and through operation of the schemes, new jobs will be created. For example, the Abertillery Spur link will require construction staff to build and operating staff to implement the new service.

At present direct employment numbers for the Metro Plus RTA Programme are unknown, however, early estimations are that 4 to 8 jobs could be created by the Abertillery Spur (driver / conductors)<sup>7</sup>.

Indirect employment benefits will also occur, both in terms of new employment created within related industries (multiplier effect) and in new investment attracted to South Wales through improved access to the labour market created by better transport links.

The multiplier benefits within the engineering and construction industry can be very large. For example the RICS estimates the size of the construction sector's multiplier at £2.84 – which is one of the highest multiplier effects in any sector of the economy. This means that for every £1 spent on construction output, an additional £2.84 of total economic activity is generated.<sup>8</sup>

For every £1 in GVA generated in engineering sectors, a further £1.45 is generated elsewhere within the UK economy<sup>9</sup>.

This could mean that the multiplier effect of the £30 million Metro Plus RTA Programme could be in the range of **£43,500,000 and £85,200,000**.

## 3.3 Outcomes

### ***Improvements in Accessibility***

Improvements in accessibility can lead to a number of benefits. Improved accessibility to services, employment opportunities and cultural and social activities can have a beneficial impact on all members of community. Improvements in accessibility benefits the economic development of an area through for example improving access to jobs or higher paid employment opportunities and attracting inward investment into an area.

Accessibility is directly improved through better transport provision, particularly a network of improvements that are accessible to all. The Metro Plus RTA Programme will provide a network of sustainable transport improvements, directly improving access for communities across south east Wales.

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<sup>7</sup> Based on TfW aspiration for all lines to operate 4 train per hour (heavy rail option) with service requiring driver and a guard.

<sup>8</sup> watts bulletin 123, July 2010) <http://www.watts.co.uk/bulletins/rics-highlights-full-value-of-construction-to-economy>, date accessed 19<sup>th</sup> Nov 2018

<sup>9</sup> <https://www.engineeringuk.com/media/1323/jan-2015-cebr-the-contribution-of-engineering-to-the-uk-economy-the-multiplier-impacts.pdf>, date accessed 19<sup>th</sup> Nov 2019

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. Table 3.3 provides this data for south east Wales and Wales as a whole.

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). 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 Programme would deliver.

**Table 3.3 - Regional Economic and Labour Market Profile Data**

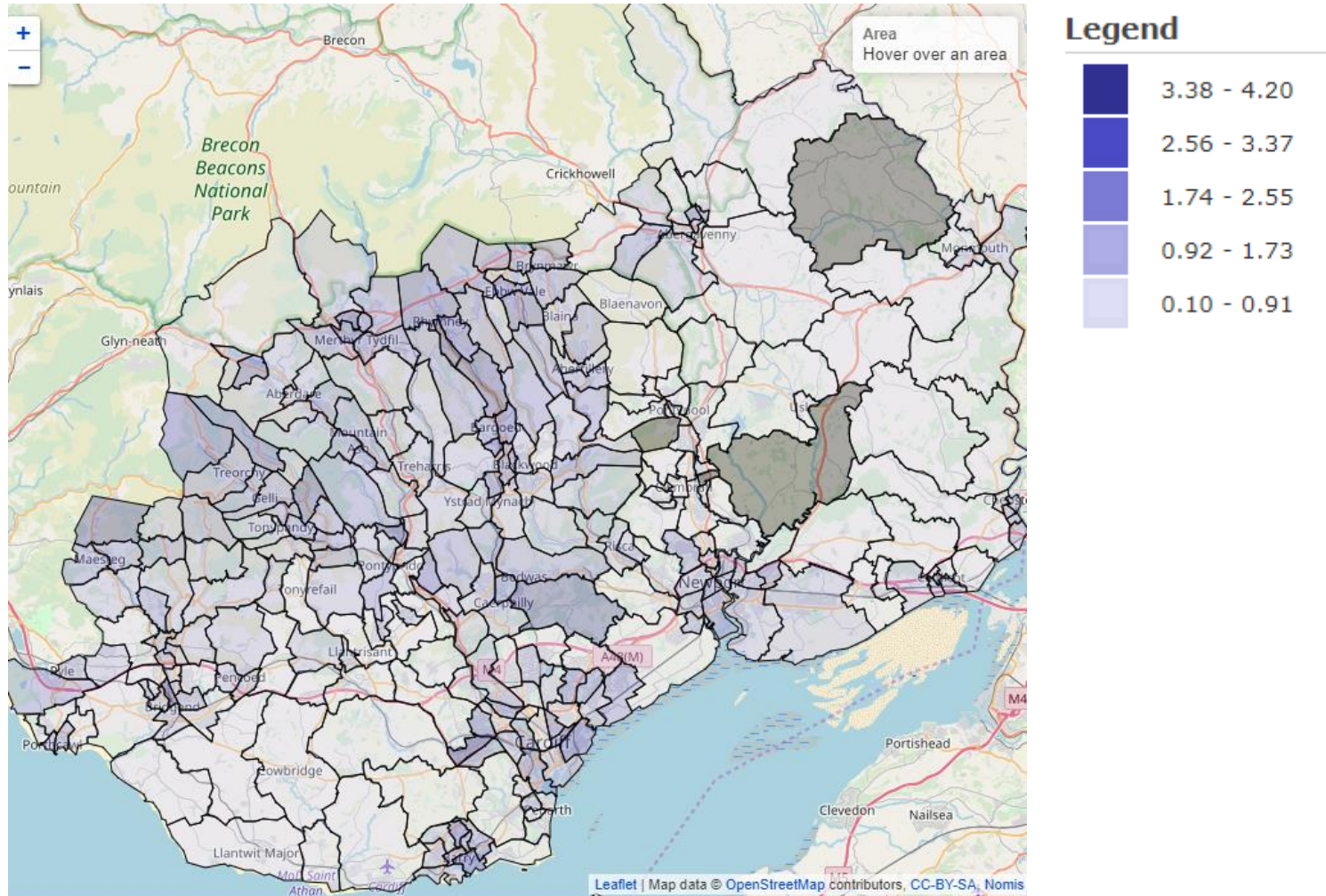
Area	ILO unemployment rate 16+ (%)	Benefit claimants rate (exc. Job Seeker's Allowance) (Nov 2016) (%)	Employment rate 16-64 (%)	Economic inactivity rate exc. students 16-64 (%)
South East Wales	5.6	10.4	71.5	20.3
Wales	4.7	9.9	71.9	20.1

Source: Regional Economic & Labour Market Profile, Welsh Government, January 2018

The Metro Plus RTA Programme will improve access to services and key employment hubs to enhance job seeking opportunities. Figure 3.1 shows the proportion of resident population aged 16 to 64 claiming job seekers allowance by ward area within South East Wales. The darker areas show the higher rates of claimants (with the exception of the dark grey areas which indicate that no data is available for that ward).

The Metro Plus RTA Programme will deliver direct transport improvements into these areas, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining employment through access to 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.

**Figure 3.1 - The Proportion of Resident Population aged 16 to 64 claiming Job Seekers Allowance by Ward Area within South East Wales**



### **Improvements for Areas of Deprivation**

Figure 3.2 shows the schemes included within the Metro Plus RTA Programme plotted against the areas of multiple deprivation by lower super output areas in South East Wales. The darker areas show the highest ranked areas in terms of deprivation.

It can clearly be seen that majority of the schemes included within the Metro Plus RTA 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 through the Metro Plus RTA Programme will help to improve levels of deprivation in these areas, where caused by a lack of transport options.

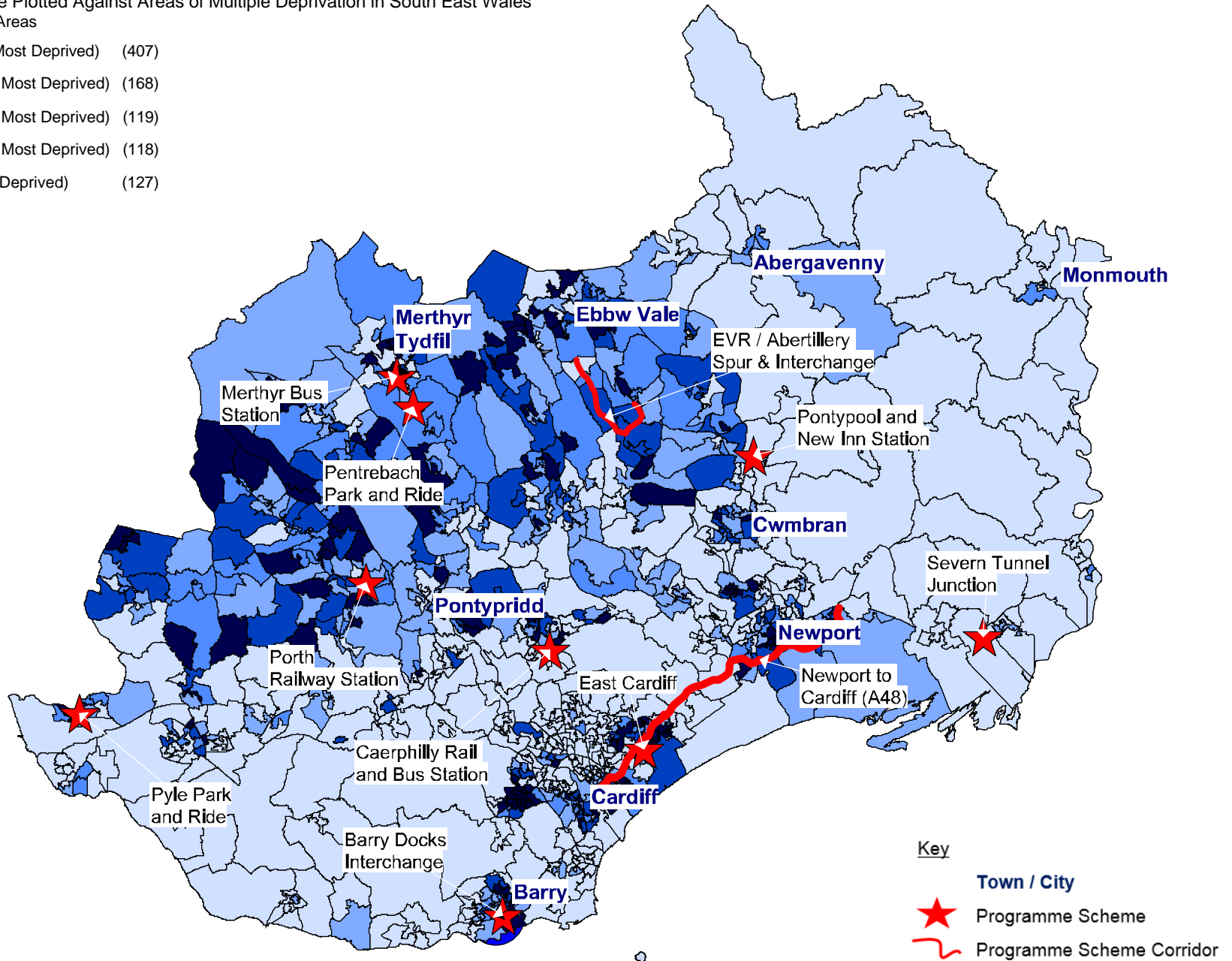
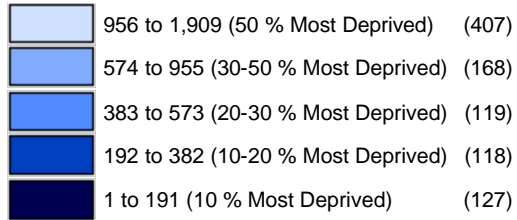
The Metro Plus RTA Programme will provide an efficient network penetrating the most deprived areas providing a means to travel to major cities such as Cardiff and Newport and a range of areas across south east Wales. Tying into the wider Metro Network this will permit access to a vast range and higher number of employment opportunities for all community members located within the most deprived areas of south east Wales.

It will not only be improvements in access provided by the Metro Plus RTA Programme that will provide benefits for those most deprived areas in South East Wales. Many of the schemes included within the programme will generate direct and indirect employment benefits during construction, providing potential means for employment for local community members. As already stated the multiplier effects from construction can be large, meaning construction of schemes within the Metro Plus RTA Programme will benefit local business and suppliers located within the most deprived communities, assisting in regenerating and spreading economic prosperity.

**Figure 3.2 - Metro Plus RTA Programme against Areas of Multiple Deprivation by Lower Super Output Areas in South East Wales**



Metro Plus RTA Programme Plotted Against Areas of Multiple Deprivation in South East Wales  
By Lower Level Super Output Areas

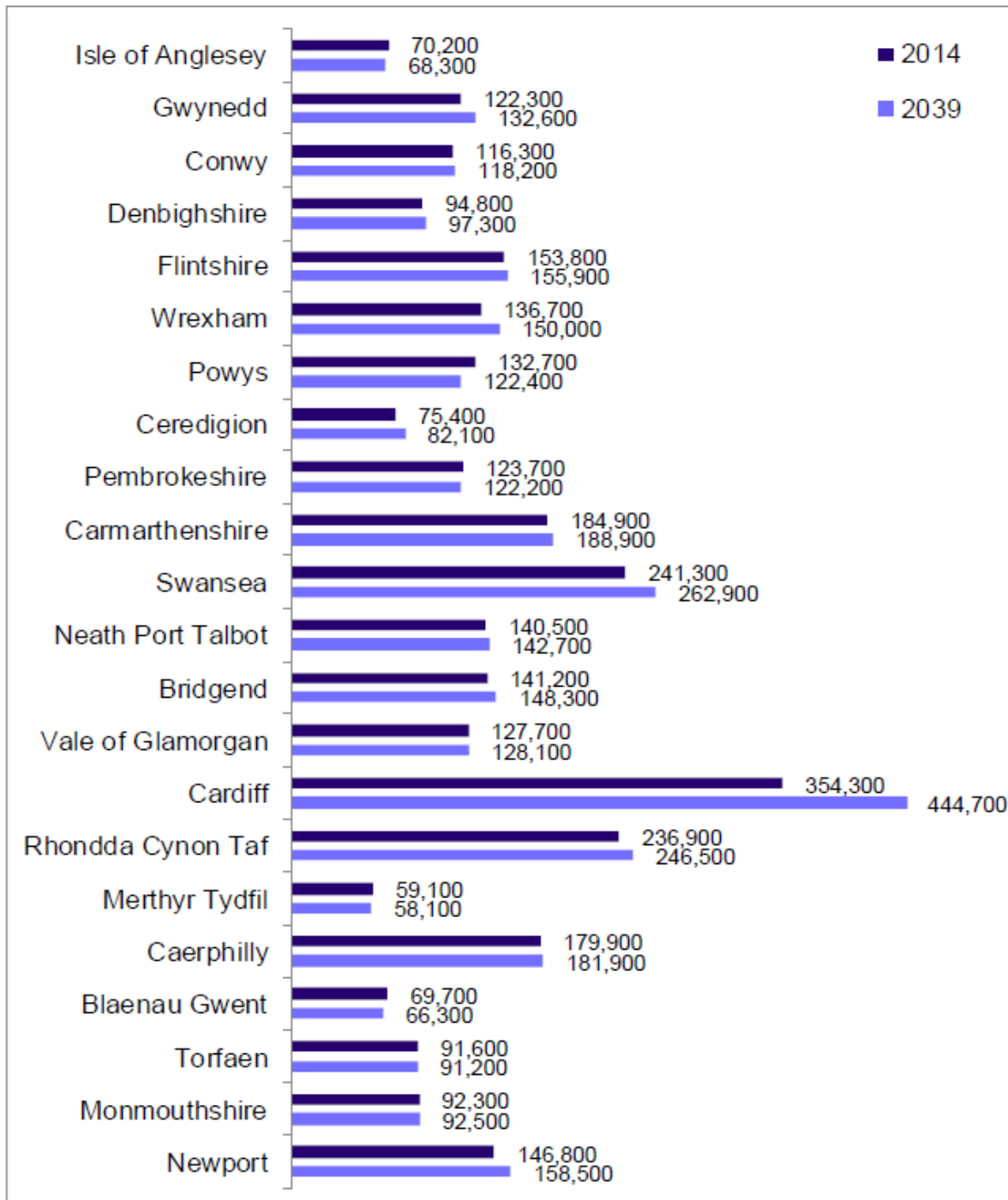


### **Accommodation of future Population Change**

Population within some areas of South East Wales are projected to increase (see Figure 3.3). Newport, Bridgend, Cardiff, Caerphilly and Rhondda Cynon Taf are all projected to have larger populations by 2039. Providing a future focused transport network to meet the rising population will be required. The Metro Plus RTA 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.

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). Figure 3.3 shows a projected declining population by 2039 for Merthyr Tydfil and Blaenau Gwent. The Metro Plus RTA 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.

**Figure 3.3 – Population by Local Authority in 2014 and Project Population in 2039**



**Source:** Local Authority Population Projections for Wales 2014 base: Principal Projections, Statistical First Release, Welsh Government

## Supporting Thriving Towns and Communities

Many towns within the Valley communities of South East Wales were once thriving areas of industry. However, due to a decline in the manufacturing and heavy industries that were located within these areas, many communities have suffered from high levels of unemployment.

Research undertaken into the regeneration of Post Industrial town shows that many of these towns begin to thrive again when they have transport investment and transport hubs are created. Not only does this provide improved access to new and wider employment opportunities, but research found transport investment can create a sense of pride and place back into the town centre.

A report 'About Towns: How Transport Can Help Towns Thrive' undertaken by the Urban Transport Group<sup>10</sup> found that, *'in a post industrial age, transport has a key role to play in putting these towns back on the map. After all, it is transport that can plug towns into larger city regions and national economies, and in doing so widen labour markets; meet housing demand; draw in investment; and open up access to opportunity.'*

The report also emphasises that a package or programme of transport measures is important for making towns successful, it states that *'one-off investments in capital projects on transport are unlikely to be enough in themselves for towns to thrive. These need to be part of wider and coordinated packages of transport measures which in turn are integrated with crosssector initiatives in areas like education, housing and economic development'*. This supports the collective benefits of implementing the Metro Plus RTA as a programme, providing support to the wider Metro network investment, thus helping to ensure maximum benefit.

The study highlights that *'new high quality interchanges in towns can provide destinations in their own right. These can instil a renewed sense of civic pride, provide an engine for wider regeneration, become a welcoming gateway for visitors and investors, as well as celebrate the history and heritage towns have to offer.'* The Metro Plus RTA Programme includes investment in new state of the art interchanges at Caerphilly, Porth, Merthyr, Barry Docks and Abertillery, all of which have the potential to provide wide ranging regeneration benefits to these towns.

The report states that transport improvements must be part of a bigger plan to stimulate activity, optimism and investment in towns, whilst giving their communities greater access to the possibilities that arise from being part of a well-connected, sustainable and forward thinking city region or sub-region. This is exactly what the Metro Plus RTA Programme provides – transport investment which links to wider Cardiff Capital Region City Deal investment projects such as the TRI bids and the wider South Wales Metro.

## Improvements for all Modes of Transport

Investment in a sustainable public transport network has benefits for all other forms of transport. For example, the Metro Plus RTA Programme will provide a better integrated public

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<sup>10</sup> About Towns: How Transport Can Help Towns Thrive, Urban Transport Group, Jake Thrush, Rebecca Fuller and Jonathan Bray November 2018

transport network across south Wales supporting the wider Metro network. 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 RTA Programme will promote and provide an alternative thereby encouraging modal shift to public transport for a range of journey types.

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. 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<sup>11</sup>. The Metro Plus RTA Programme provides an alternative for access into areas such as Cardiff from all areas of south east Wales helping to facilitate modal shift. This could lead to journey time savings on the road network across south east Wales helping businesses and promoting economic development. Journey time savings could also be achieved for users of the public transport network, as the Metro Plus RTA Programme promotes the co-locating of modes via seamless interchanges.

The Metro Impacts Report states that on the basis of 100,000 commuters gaining an average 5 minutes reduction of journey and/or waiting times (resulting from improved frequency and/or reliability) across the entire commuter network for Cardiff and Newport (both for public transport, rail and road users), the potential benefits could be nearly £30 million per year, in current prices<sup>12</sup>

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 RTA Programme of schemes.

This potential increase in active travel journeys could have associated health benefits leading to cost savings across a range of health service provisions (a 2012 meta-analysis estimated physical inactivity to be responsible for 5.3 million (of 57 million) deaths worldwide, similar to the burden of tobacco smoking and obesity<sup>13</sup>). There can also be economic benefits for the region from increasing active travel. It has been quoted in a recent report by the 'Transport Fit for Future generations Report' that *'expanding the investment programme in Active Travel out to the whole Cardiff Capital Region would cost approx. £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'*<sup>14</sup>.

There is also potential within the Metro Plus RTA Programme to implement electric car clubs at interchanges, to permit the last few miles of a journey to be undertaken by an electric vehicle.

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<sup>11</sup> A Cardiff Capital Region Metro: Impact Study', October 2013

<sup>12</sup> Assuming return trips 232 days of year and DfT value of time for commuting, taken from A Cardiff Capital Region Metro: Impact Study', October 2013

<sup>13</sup> Lee et al (2012): Impact of Physical Inactivity on the World's Major Non-Communicable Diseases, available at: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3645500/>, quoted in, TAG Unit 4.1, Social Impact Appraisal, Dec 2017, Department for Transport

<sup>14</sup> Transport Fit for Future Generations Report, Future Generations Commissioner for Wales, Sep 2018

## 3.4 Opportunities

### Maximising the Benefits of the South Wales Metro

In 2013 'A Cardiff Capital Region Metro: Impact Study'<sup>15</sup> detailed some of the key outputs that the South Wales Metro would deliver. The Metro Plus RTA Programme provides the opportunity to maximise the delivery of these key outputs. Key outputs quoted are:

- 'Delivering the Cardiff Capital Region Metro by 2030 will:
  - Support the creation of 7,000 jobs.
  - Over 30 years contribute an additional £4bn to the regional economy.
  - Deliver a one-off construction impact from Metro and contingent developments of £4bn
- Environmental and Sustainability Benefits - through modal shift and reduced car journeys, road congestion and CO2 emissions; by 2030 the Metro could support over 80,000 daily passengers vs 40,000 today, contributing to greater use of public transport.
- The Metro will increase by 60% the number of people who can easily access the regional public transport network; this will benefit both commuters by increasing their employment choices and employers by increasing their catchment area, reducing churn in recruitment and improving staff retention.
- Commuting benefits from generalised journey time savings of approx. £30m/yr

### Support Implementation Outcomes of Our Valleys, Our Future Delivery Plan, Nov 2017 (Welsh Government)

There is an opportunity through delivery of the Metro Plus RTA Programme to support the implementation of the Our Valleys, Our Future Delivery Plan. This Plan sets out three priorities:

- Priority 1 - Good-quality jobs and the skills to do them;
- Priority 2 - Better public services;
- Priority 3 - My local community.

The aim of priority 1 is to, '*close the employment gap between the South Wales Valleys and the rest of Wales. This means helping an extra **7,000** people into fair work and that thousands of new, fair, secure and sustainable jobs will be created in the Valleys. People living in the Valleys will have access to the right skills to gain work. Businesses will be fully supported to grow and thrive in the South Wales Valleys.*'

Table 3.4 outlines some of the actions and outcomes that will help to achieve this priority along with how the Metro Plus RTA Programme provides the opportunity to support delivery of these outcomes.

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<sup>15</sup> A Cardiff Capital Region Metro: Impact Study', October 2013,

**Table 3.4 - Our Valleys, Our Future Delivery Plan, Priority 1 Action and Outcomes Supported by the Metro Plus RTA Programme**

Priority 1 Action	Priority 1 Outcome	How Supported by Metro Plus RTA Programme
<p>JS1: Seven strategic hubs will be created across the South Wales Valleys to focus public money and provide opportunities for the private sector to invest and create new jobs</p>	<p>The strategic hubs will act as a focus for job creation by attracting private sector investment, allowing existing businesses to grow and promoting business start-ups. This will include realising economic regeneration opportunities through housing delivery and public service provision, while increasing connectivity through the South Wales Metro.</p>	<p>The Metro Plus RTA Programme will provide the opportunity to directly support this outcome through, maximising the benefits of the South Wales Metro and delivering increased connectivity realising economic regeneration. A number of the Metro Plus RTA Programme schemes are located within valley communities providing a network of improvements for this area (schemes include, Caerphilly Bus and Rail station, EVR / Abertillery Spur, Porth Interchange and Merthyr Bus Station).</p>
<p>JS2: Relocate more public sector jobs into the Valleys, including at the seven strategic hub locations, where appropriate. For example, Transport for Wales is committed to establishing its new headquarters in Pontypridd.</p>	<p>Public sector bodies and departments will relocate to parts of the South Wales Valleys, helping to support the local economy and provide a basis to develop job opportunities locally.</p>	<p>Metro Plus RTA Programme will provide an enhanced sustainable transport network providing access to the new public sector jobs for communities across the South Wales Valleys</p>
<p>JS7: Exploit the job creation potential from major infrastructure investment, including the South Wales Metro, the M4 and the ongoing work to dual A465 and new affordable housing.</p>	<p>New supply chains will be developed and funding from infrastructure projects in the Valleys will be retained to create local jobs.</p>	<p>Metro Plus RTA Programme will provide direct and indirect employment opportunities within the South Wales valleys, with a strong multiplier effect into the local supply chain network.</p>
<p>JS21: Target investment to support apprenticeship delivery in regional growth and shortage sectors.</p>	<p>Apprenticeship opportunities will be created in regional priority sectors.</p>	<p>Metro Plus RTA Programme will provide opportunities for the creation of apprenticeships within the construction and engineering sector within the South Wales Valleys.</p>

Three of the schemes included within the Metro Plus RTA Programme are located within the Severn Strategic Hubs which are being promoted in the delivery plan. Table 3.5 outlines the proposal for these three strategic hubs and how the Metro Plus RTA Programme will help to achieve these.

**Table 3.5 – Strategic Hubs**

Strategic Hub	Proposals	How Metro Plus RTA Programme Will Support
Caerphilly/ Ystrad Mynach	<ol style="list-style-type: none"> <li>1. Strategic employment and residential site</li> <li>2. Employment hubs linked to strategic transport infrastructure improvements</li> <li>3. Town centre redevelopment</li> <li>4. Tourism and cultural development</li> <li>5. Residential development</li> </ol>	Provision of strategic transport infrastructure improvements through the delivery of the Caerphilly Bus and Rail Interchange.
Ebbw Vale	<ol style="list-style-type: none"> <li>1. Technology Park, as announced on October 1, 2017</li> <li>2. Employment sites</li> <li>3. Digital infrastructure</li> <li>4. Residential developments</li> <li>5. Energy project</li> </ol>	Provision of a new integrated transport link from Abertillery to EVR, thus providing better connections for communities within this area to Ebbw Vale to access strategic hub opportunities. New transport link will encourage inward investment into Ebbw Vale Strategic hub.
Merthyr Tydfil	<ol style="list-style-type: none"> <li>1. Transport infrastructure improvements</li> <li>2. Strategic residential and employment sites</li> <li>3. Tourism development</li> <li>4. Wellbeing centre</li> <li>5. Town centre regeneration</li> </ol>	Provision of transport infrastructure improvements with the delivery of the Merthyr Bus Station with increased integration with Merthyr Railway Station. This will increase access to the strategic hub and also aid in town centre regeneration.

The aim of Priority 2 is that by 2021 ‘Public services will be working with the third sector and local communities to respond to people’s needs. Support will be available to help people lead healthier lifestyles, improving their physical and mental wellbeing and addressing health inequalities. Public transport will be joined-up, affordable and help people get to work, school or training and to leisure facilities. We will improve education outcomes for all children and close the attainment gap.’

Table 3.6 outlines some of the actions and outcomes that will help to achieve this priority along with how the Metro Plus RTA Programme provides the opportunity to support delivery of these desired outcomes.



**Table 3.6 - Our Valleys, Our Future Delivery Plan, Priority 2 Action and Outcomes Supported by the Metro Plus RTA Programme**

Priority 2 Action	Priority 2 Outcome	How Supported by Metro Plus RTA Programme
<p>PS12 : As part of a Clean Air Plan for Wales, actions will be taken to tackle the serious risks to the health of people in Valleys communities from poor air quality caused by emissions from industry, traffic and domestic houses.</p>	<p>People in local communities are fully aware of the dangers of air pollution and of the measures they can take to prevent and/or avoid it. Improved levels of health over time and a reduction in cardiovascular and respiratory problems attributable to or exacerbated by air pollution</p>	<p>Metro Plus RTA Programme will provide an enhanced sustainable transport network across south east Wales enabling a real alternative to private car for a range of journey types. This could lead to a reduction in traffic and thus an improvement in air quality.</p>
<p>PS14: Use the opportunities provided by the South Wales Metro to reinvigorate housing in the Valleys through cross government working to support housing provision around transport networks.</p>	<p>Brownfield sites will be regenerated. Housing provision, which addresses specific housing needs in local areas, close to services such as transport networks, will be increased.</p>	<p>Metro Plus RTA Programme will tie into South Wales Metro providing transport access to key housing development sites.</p>
<p>PS18: Ensure the proposed South Wales Metro hubs act as key community points, providing a focus for housing, health, education and other public service investments.</p>	<p>Better capacity and quality of travel and improved frequency of travel.  Integrated transport hubs will be placed in the top 20 busiest stations in the Metro area (including Bridgend, Treforest, Pontypridd, Caerphilly, Merthyr Tydfil, Aberdare, Treherbert, Pengam and Cwmbran).</p>	<p>Metro Plus RTA Programme directly support this priority action by providing new integrated transport hubs in Caerphilly and Merthyr Tydfil.</p>
<p>PS19: Work with rail and bus providers to ensure public transport throughout the Valleys is more frequent and affordable and that it links to active travel – cycling and walking – as part of the development of the South Wales Metro.</p>	<p>More frequent and affordable rail and bus routes will be provided across the Valleys through partnership working between operators and public authorities to reflect the current legislation</p>	<p>Metro Plus RTA Programme provides the opportunity to access more rail and bus services enhancing the benefit of any improvements in frequency. Metro Plus RTA Programme support the South Wales Metro implementation.</p>

<p>PS20: Improve public transport services to better reflect the needs of local communities and businesses, including people who work irregular and part-time hours.</p>	<p>Public transport will reflect and serve the needs of each community.</p>	<p>Metro Plus RTA Programme will increase access to the South Wales Metro for local communities through provision of enhanced interchange facilities.</p>
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The aim of Priority 3 is that by 2021, *'Valleys Landscape Park will have been set up to help local communities celebrate and maximise the use of the natural resources and heritage. Valleys town centres will be vibrant places, with attractive green spaces, which support local economies. The Valleys will be a recognised tourist destination, attracting visitors from across the UK and beyond.'*

As already highlighted research has shown that provision of new transport hubs and interchanges can help in promote town centre vibrancy. The Metro Plus RTA Programme will assist in delivering town centre vibrancy through the creation of new and improved town centre transport hubs such as Caerphilly train and bus interchange, Porth Interchange, Merthyr Bus Station and Abertillery Interchange and Spur.

### **Improve Skills of Workforce**

Promoting and supporting the development of apprenticeships is a major aim for Welsh Government. The document *'Aligning the Apprenticeship model to the needs of the Welsh Economy'* February 2017, outlines how Welsh Government will promote and develop the apprenticeship model in the future.

There are a range of benefits of Apprenticeships. The *'Aligning the Apprenticeship model to the needs of the Welsh Economy'* documents states that *'Skills that are developed through Apprenticeships contribute to higher value-added economic activity. They are good for growth and social mobility. There is evidence that during the course of a lifetime, apprentices receive higher earnings and the economy benefits significantly through increased Gross Domestic Product (GDP). A National Audit Office (NAO)<sup>2</sup> study has calculated that Apprenticeships provide an average return of £18 per £1 spent on them by Government'*.

Implementation of the Metro Plus RTA Programme will provide opportunity for provision of Apprenticeships during construction of schemes both directly within those companies employed as contractors and within the local supply chain industry. This will help to grow the skills of the workforce within the local community of each of the interventions included within the programme.

Implementation of the Metro Plus RTA interventions as a whole programme will further opportunity for growth in skills, as economies of scale may permit opportunities for contractors to work together during construction of the programme to cross train employees in a range of skill areas.

In addition the Metro Plus RTA programme could promote apprenticeships in the STEM industries through creating opportunity in those organisations involved in the planning and design of the programme interventions e.g. Civil Engineering and Architecture. Promoting more higher skilled apprenticeships in STEM industries is an aim of the Welsh Government, with the *'Aligning the Apprenticeship model to the needs of the Welsh Economy'* documents stating that *'Action will be taken to increase Apprenticeships in Science Technology Engineering and Mathematics (STEM) occupations'*.

### **Network Benefits**

Provision of a programme of schemes implemented as a network of improvements gives the opportunity to reduce the impact of cross demand. For example, when just one interchange on a network is improved, this can in some cases take demand from another existing interchange.

Provision of a co-ordinated programme of network improvements such as the Metro Plus RTA Programme, which supports and directly connects to the South Wales Metro improvements will reduce the effect of cross demand and maximise the opportunity for new demand, as users see the benefits of a network of improvements, not just one off isolated improvements.

Creating a network of improvements via a programme of investment could also attract more inward investment by creating an identity for the region. This gives business the confidence of access to a wide labour market and movement for goods, services and employees.

### **Technology Advancement and Supporting New Industries**

As part of the Metro Plus RTA Programme, it is hoped that maximum benefit can be made of adopting new technology. This may include for example how the latest electric vehicle technology can be incorporated across the Metro Plus RTA Programme.

Adoption of a new technology on a mass scale such as inclusion within all schemes in the Metro Plus RTA Programme, may also help provide traction to developing new technology industries within south east Wales, by providing the critical mass required to launch into a new area. This will not only promote sustainability and wellbeing for future generations, but also provide employment opportunities for South East Wales in new technology areas.

## 4. Conclusion

### 4.1 Summary

A £30 million programme of schemes has been developed (Metro Plus RTA Programme), which if undertaken will support the implementation of the South Wales Metro.

This report has demonstrated how the Metro Plus RTA Programme fits with the key strategic objectives of the Cardiff Capital Region City Deal (Propensity and Opportunity, Inclusion & Equality and Culture, Community & Sustainability). The Programme also has good strategic fit with the key themes of Skills & Employment, Connecting the Region, Innovation and Regeneration & Infrastructure and well-being objectives (see chapter 2).

The Metro Plus RTA Programme has a range of collective benefits, with the outputs, outcomes and opportunities of the Programme presented within Chapter 3 of this report.

The report outlines the following key outputs of the Metro Plus RTA Programme:

	Output
Number of interchanges improved	9
Approximate KM's of passenger transport network improved or provided	32 km (Newport to Cardiff 26km <sup>16</sup> and Abertillery Spur 6km <sup>17</sup> )
Number of new park and ride spaces provided	453 <sup>18</sup>

- Supporting outputs of the TRI bids, including:
  - 393 gross jobs created;
  - 260 construction sector jobs created; and
  - 47 traineeships;
- Direct and Indirect Employment Outputs including the potential multiplier effect of the £30 million Metro Plus RTA Programme in the range of £43,500,000 and £85,200,000

Key outcomes of the Metro Plus RTA Programme include:

- Improvements in Accessibility;
- Improvements for areas of Deprivation;
- Accommodation of future Population Change;
- Supporting thriving towns and communities;
- Improvements for all Modes of Transport.

<sup>16</sup> Based on journey from Newport Bus Station to Customhouse Street Cardiff using AA Route Planner for distance

<sup>17</sup> Based on approx. 4 mile spur implemented

<sup>18</sup> Excludes Ebbw Valley / Abertillery Spur as P&R spaces unknown at present, Caerphilly P& R where increase in numbers unknown, Barry Docks unknown as at early stage and Pentrebach. Estimated 156 extra at Pontypool and New Inn, 75 additional at Pyle, 150 STJ and 72 Porth.

Key opportunities that the Metro Plus RTA programme presents include:

- Maximising the Benefits of the South Wales Metro;
- Support Implementation Outcomes of Out Valleys, Our Future Delivery Plan (Welsh Government);
- Improving the Skills of the Workforce;
- Network co-ordination Benefits; and
- Permitting Technological Advancement and Supporting new Industries.

## Appendix A

### South East Wales Metro Commitments<sup>19</sup>:

- Remove Pacer trains by December 2019.
- Introduce a Central Metro that improves journey times and increases frequency to at least four trains per hour from the head of each using new trains.
- Introduce new Metro Vehicles with level boarding by December 2022, which will provide a modern metro-style service to the Treherbert, Aberdare and Merthyr valleys.
- Retain the link from Penarth, Barry and Bridgend to destinations north of Cardiff Central using new tri-mode trains (overhead electric, battery and diesel) from December 2023.
- Invest in Cardiff Central station from April 2025, Abergavenny station from April 2023, Chepstow from April 2025 and Merthyr Tydfil from April 2020.
- Build new stations at Crwys Road, Loudoun Square and Cardiff Bay by December 2023, and Gabalfa by 2028. We will relocate Treforest Estate station by December 2025 to improve safety and convenience.
- Simplify the Cardiff Valley fare structure from January 2020, reducing Anytime Return fares by 12.5% and Weekly Season tickets by 14% for 33 of the outer stations.
- Develop a fleet maintenance depot at Taff's Well and a dedicated Infrastructure Management depot in the Valleys. Both will use local training and development facilities such as Coleg y Cymoedd.
- Introduce three new Community Rail Partnerships, recruiting a Community and Stakeholder Manager and nine Community and Customer Ambassadors by 2021.
- Eliminate diesel use on the Central Metro lines by 2024.
- Provide ticket machines at all South Wales Metro stations by April 2019.
- Introduce pay-as-you-go for users of smartcards by April 2020.

Train service improvements include:

- A new 1 train per hour (tph) Ebbw Vale to Newport service by May 2021
- 2tph between Cardiff and Bridgend via Vale of Glamorgan from December 2023.
- 4tph throughout the Rhymney route from December 2023.
- 4tph to Treherbert from December 2022.
- 6tph to Cardiff Bay from December 2022.
- 4tph between Merthyr Tydfil, Aberdare and Cardiff from December 2022.
- 1tph between Cardiff and Cheltenham from December 2022.
- 4tph between Cardiff and Bridgend (direct, Monday to Saturday) from December 2019.

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<sup>19</sup> <https://tfw.gov.wales/whats-happening-south-east-wales>, accessed 7<sup>th</sup> Nov 2018

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