

01st AUGUST 2019 MEETING

METRO PLUS - COMMON ASSESSMENT FRAMEWORK (CAF)

REPORT OF CARDIFF CAPITAL REGION DIRECTOR KELLIE BEIRNE

AGENDA ITEM 4

REASON FOR REPORT

- 1) A Strategic Outline Programme for Metro Plus Phase 1 (Programme of 'Future Mobility' Schemes) was agreed in principle by Regional Cabinet on 18th February 2019. This report therefore seeks to:-
 - a) Update Members on the development and application of a Common Assessment Framework (CAF), underpinned by the WelTAG and Cardiff Capital Region (CCR) City Deal Investment & Intervention Framework to secure funding and deliver Phase 1 of the Metro Plus Programme, as agreed by Joint Cabinet on 18th February 2019;
 - b) Request that a report be submitted to Regional Cabinet on 09th September 2019 to seek approval to adopt the draft CAF as outlined in this report and attached as Appendix 1.

BACKGROUND

- 2) A Strategic Outline Programme for Metro Plus Phase 1 (Programme of 'Future Mobility' Schemes) was agreed by Regional Cabinet on 18th February 2019. This approach established the principle of a programme of activity complementing and enhancing the proposed Metro and Metro Central investments, known as 'Metro Plus'. This concept is currently being developed and rolled out with the governance, co-ordination and leadership support of the Regional Transport Authority.
- 3) The outline programme for phase one seeks to catalyse the initial concept of Metro Plus, highlighting core elements and features which have been captured within a common assessment framework (CAF), which is

underpinned by the principles of the WelTAG and CCR City Deal Investment & Intervention Framework.

- 4) The assessment (and results) of the City Deal Requirements would be incorporated as discrete sub-sections under each of the five case headings i.e. Strategic, Transport (or Economic), Financial, Commercial and Management.

COMMON ASSESSMENT FRAMEWORK (CAF) UPDATE

- 5) The Common Assessment Framework (CAF) sets out criteria to achieve the mission and vision of the CCRC Metro Plus aspirations and wider programme objectives and will take into account all four of the questions as identified below.
- 6) The CAF identifies that the Metro Plus programme should not be viewed as individual projects, but rather a programme of enabling infrastructure to stimulate economic growth and regeneration across the region, supporting the sustainable mobility of people and improving the way people make their economic contribution.
- 7) Key work strands have been completed since February, which suggest:
 - a. That Welsh Government's WelTAG process provides a robust, tried and tested basis on which project business cases can be assessed at regular intervals (WelTAG Stages 1-5). The WelTAG process, will be updated to include 'City Deal Requirements' (CDRs), which will represent an appropriate way forward that could fully comply with the requirements of the City Deal Assurance Framework and seek to minimise duplication and effort, as it is already a requirement of the Local Transport Funding (LTF)
 - b. That the City Deal Requirements associated with Metro Plus projects should align with the 'core aims and objectives' of the recently approved Investment & Intervention Framework (IIF). This could be proportionately achieved by assessing projects against the following four key questions:
 1. How will the proposed scheme help deliver the vision and objectives of the 'Regional Industrial and Economic Plan?'
 2. What contribution will the proposed scheme make towards the City Deal KPIs of (i) 25,000 jobs, (ii) £4BN Private Sector Leverage and (iii) Uplift in GVA (either direct or indirect)?
 3. How has the scheme been designed to ensure it encapsulates and or maximises 'Economic Inclusion' within the region?

- c. In order to gauge the wider 'value added' aspects of Metro Plus proposals, a further 'Programme Level' assessment could be applied which seeks to capture details of any contribution made by individual projects towards wider City Deal interventions. This is referred to as 'City Deal Additionality' and could be assessed simply by testing each project against the following question:
4. Please outline how the scheme has considered wider City Deal objectives e.g. Digital, Skills, Energy etc. what 'value added' features / additionality' have been incorporated, which may not otherwise have been included within the proposed scheme design?
- 8) The assessment of responses to this fourth question could be categorised as:
- (i) Minimum requirements;
 - (ii) Requirements that must be considered, but may not be progressed;
and
 - (iii) Best practice requirements.
- 9) Appendix 1 provides the detail of the CAF; to summarise its core components and have regard for the requirements of the IIF (as outlined above), plus additionally around i) Digital; ii) de-carbonisation iii) electric charging infrastructure; iv) skills development; v) enabling broader regeneration. It is the intention that the requirements identified within the CAF are incorporated into WelTAG briefs, as identified above, so as they become core assessment criteria moving forward.
- 10) Welsh Government is preparing a Metro Enhancement Framework (MEF), which is based upon 13 transport corridors, which will assist with prioritising transport investment across the region. It is anticipated that the WelTAG process will identify and consider solutions that include all modes of transport across the Metro network. Similar to the CAF, the MEF will have criteria related to national priorities and strategies and will seek to influence the prioritisation of the transport agenda based on a weighted criteria and a robust evidence base. WG is supportive that MEF criteria will include and complement City Deal priorities along with ensuring that all schemes consider the wider goals in relation to climate change, active travel, health and any other national and regional policies and strategies.
- 11) Whilst work is ongoing to complete the proposed CAF, including evaluation methodology to enable prioritisation of schemes, one of the main aims of the CAF is to embed the ethos of the IIF and additionality criteria into any future proposals to form a business case for inclusion into schemes, (or not, should the business case not stack up). Therefore, the requirements of the CAF are aimed at assisting Local Authorities with their work when preparing briefs for WelTAG studies for current Metro Plus proposals.

- 12) City Deal officers are currently working with the individual Local Authorities to support and monitor the progress of all of the current Phase 1 Metro Plus schemes, and leading on programme aspects with key partners such as Transport for Wales around digital strategy and data capture, branding and multi-modal ticketing, as well as all of the other identified criteria within the CAF to ensure compliance with the CAF, the CCRTA officer group will perform the function of a Programme Management Group that peer reviews schemes, including all additionality and added value – in line with the Common Assessment Framework. This will ensure that schemes comply with the City Deal Investment Framework and will allow a suitable reporting mechanism to Members to be achievable by capturing all updates on scheme progression and compliance through quarterly, comprehensive update reports to the CCRTA and then on to Regional Cabinet for noting.

Local Member consultation (where appropriate)

- 13) This report is one of a series of updates on programme activity, whereby regional engagement will take place.

Reason for Recommendations

- 14) To provide Members with an update on the work done to date.
- 15) To enable the CAF to be agreed and adopted to ensure that the Metro Plus programme complies with the IIF and encourages additionality in terms of clean growth.

Financial Implications

- 16) The attached report provides an update in respect of the development of a 'Common Assessment Framework' (CAF) which will enable projects to be developed in a comprehensive, but streamlined way, initially testing for 'strategic fit' and then progressing through a series of gateways which seek to demonstrate the core 'economic', 'deliverability' and 'affordability' aspects of each proposed project. The CAF will facilitate individual proposals coming forward for assessment and approval, as soon as they are in a position to do so, and not be constrained by the 'pace of the slowest'.
- 17) In this regard, it is important that the provisions of the WIF Assurance Framework are followed, as this is a key requirement of the City Deal Funding Terms & Conditions. At its meeting of the 10th June 2019, Regional Cabinet approved its Investment and Intervention Framework (IIF). The IIF has been developed to support the objective and robust evaluation and development of proposals, seeking funding from the Cardiff Capital Region City Deal – Wider Investment Fund.
- 18) In-line with the requirements of the Assurance Framework, the IIF will require proposals that have passed the 'Sift Stage', to be subject to a 'Proportionate Business Case Development Process' in line with the HM Treasury Green Book (5 Case Model).

- 19) The report outlines the key work that has been progressed following Regional Cabinet's 'In-Principle' approval of the Metro Plus Phase 1 Programme in February 2019. In summary, this work has concluded:
- That the CAF will be largely based on Welsh Government's Weltag process, as this is a requirement for Local Transport Funding (LTF) and also provides a robust, tried and tested basis on which project business cases can be developed and assessed at regular intervals (Weltag Stages 1-5). This will seek to address the Proportionate Business Case Development Process referred to above;
 - That the format of business cases developed under the Weltag process will be updated to include 'City Deal Requirements', which will be fully aligned to the 'core aims and objectives' of the IIF. The CAF assessment will seek to assess how proposed Metro Plus projects could be designed and configured to maximise delivery against the key components of the IIF.
- 20) Other governance related matters linked to the Metro Plus Phase 1 Programme are in the process of being developed and are the subject of a separate report being considered by the Regional Transport Authority at their scheduled meeting of the 1st August 2019.
- 21) As set out in this report, work is ongoing to finalise these component elements of the proposed Common Assessment Framework and associated governance requirements and further assessment of the financial implications will be made as part of future reports brought forward for consideration and approval in due course.

Legal Implications (including Equality Impact Assessment where appropriate)

- 22) As Members will be aware, the Councils established the Cardiff Capital Region City Deal ("City Deal") and entered into the joint working agreement on 01 March 2017 ("JWA") to formalise their respective roles and responsibilities in relation to the City Deal. The JWA includes an Assurance Framework, which amongst other matters sets out detail as to how potential projects (referred to in the JWA as Candidate schemes) will be appraised.
- 23) This has further been developed and reference is made to the Overarching Funding Agreement and Investment framework approved by Regional Cabinet in June 2019. (The Overarching Funding Agreement importantly sets out the investment criteria, which will be used to initially assess applications at the initial SIFT stage. Applications taken forward for consideration will be the subject of detailed due diligence undertaken in accordance with the Assurance Framework and the Investment Framework, which framework is predicated on a 'Proportionate Business Case Development Process, which is in turn a due diligence process based on the HM Treasury Green Book (using the Five case Model) as amended, on a proportionate basis to reflect the scale, nature and complexity of the relevant application). This point is raised because:-

- (1) it is important that all schemes considered by the RTA follow the aforementioned process.

To this end, Legal Services are instructed that the CAF, which forms the subject of the report to RTA, is not intended to replace the aforementioned process but rather to sit alongside and compliment the same.

- (2) the Welsh Government funding conditions require that schemes must be selected in accordance with the arrangements set out in the JWA and Assurance framework.
- 24) As the body of the report notes, the CAF is in draft form and requires further consideration.

Wellbeing of Future Generations (Wales) Act 2015

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

- 28) To assist the Regional Transport Authority Cabinet to consider the duties under the Act in respect of the decision sought an assessment has been undertaken, which is attached as an Appendix to this report (Wellbeing of Future Generations Assessment) for Member's consideration.
- 29) In preparing reports due regard must be given to the Statutory Guidance on the Act issued by the Welsh Ministers, which is accessible using the link below:

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

Equality Act 2010

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

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

RECOMMENDATIONS

The Cardiff Capital Region Transport Authority is recommended to:

- 1) Note progress of the Common Assessment Framework.
- 2) Agree to the request that a report be submitted to a future meeting of the Regional Cabinet (anticipated date - 09th September 2019) to seek approval to adopt a CAF, based on the draft CAF attached to this report, noting that in the interim period the draft CAF will be subject to further amendment including, the addition of a scoring mechanism for assessing future proposals.

KELLIE BEIRNE
CARDIFF CAPITAL REGION DIRECTOR
01st August 2019

The following Appendices are attached:-

Appendix 1 – Draft Common Assessment Framework

Appendix 2 – Wellbeing of Future Generations Evaluation

The following background paper has been taken into account:-

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

Businesses that succeed

12	YES	LA	CORE	Wider area; regeneration, practical mobility links to housing and strategic job areas, facilitating partnerships between residential and economic areas	Infrastructure Fit for the Future Develop proposals for energy efficient and accessible housing	Requirement - link to your local wellbeing plan - what makes this scheme stand out - list of consultees for the CAF? Giving guidance on types of stats we want specific to the locality. CITY DEAL OFFICE to follow up with WFGA?
13	Partial	LA	CORE	Appraisal of local opportunity to support and link to the key sectors identified in the CCRCD Industrial and Economic Plan	Infrastructure Fit for the Future Develop a series of strategic employment spaces across the region	Strategic housing fund (CCRCD) Demonstration of job creation, links to both priority sectors, tourism opportunities.
14	NO	BOTH	CORE (More work to be done by CCRCD on this at the programme level)	Promotion of the scheme and improved mobility with local businesses, HE providers etc.	Skills of the Future Work with current schools, colleges, Uni and private providers to nurture home grown talent	CITY DEAL OFFICE CAN ENGAGE TO SUPPORT OPPORTUNITIES AT THE LOCAL LEVEL EG V2C guides? Links to employment sites? Traineeships for people who have come through care.
YES		LA	CONSIDERED	Local provision of skills (Universities, HE, ETC) and links to local business		
			CCRCD Programme in partnership with TfW by CCRCD)	CONSIDERED (More work to be done by CCRCD)	Opportunity for upskilling the installation of LEV + renewables sector	Businesses that succeed Transport Engineering Foundational Economy funding / challenge? Pontypool and New Inn

Well-being Goals

Description

An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.

5 Ways of Working

Long Term - The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.

A prosperous Wales

A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).

Prevention - How acting to prevent problems occurring or getting worse may help public bodies meet their objectives.

A resilient Wales

A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

Integration - Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.

A healthier Wales

A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).

Collaboration - Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives.

A more equal Wales

Involvement - The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves

A Wales of Cohesive Communities

Attractive, viable, safe and well-connected communities

A Wales of Vibrant Culture and thriving Welsh Language

A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation

A globally responsible Wales

A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being

Future Generations Assessment

<p>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 708539</p> <p>E-mail: clare.cameron@cardiff.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>Update Members on the development and application of a Common Assessment Framework (CAF), underpinned by the WeITAG and Cardiff Capital Region (CCR) City Deal Investment & Intervention Framework to secure funding and deliver Phase 1 of the Metro Plus Programme, as agreed by Joint Cabinet on 18th February 2019.</p>
<p>Proposal: Metro Plus - Common Assessment Framework</p>	<p>Date Future Generations Evaluation form completed: 25 July 2019</p>

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

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Providing a Common Assessment Framework to ensure Metro Plus schemes align with City Deal and the targets set around GVA, jobs and leverage – is our key means of securing greater prosperity. Managing progress in this way contributes to a growing sense of self awareness.</p>	<p>Proposals to improve progress against each of the projects currently in progress – are set out in the report. This report seeks to address the actions needed to drive delivery.</p>
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programme will promote and provide an alternative thereby encouraging modal shift to public transport for a range of journey types.</p>	<p>This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.</p>


Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>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.</p> <p>The development of new transport schemes which can utilise new technologies such as electronic charging points and electronic vehicles etc within its operation and design will also allow formation of new industries to supply these services. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the Programme and has proposed the level of infrastructure likely to be required up to 2030. The delivery of this programme will seek to expand on this provision for the region as a whole, which will help combat climate change.</p>	
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys 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 obesity¹¹).</p>	



Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>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'.</p>	
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>The programme will greatly assist in providing the right infrastructure to improve connectivity by means of good transport links. Those schemes where new links or improvements in corridors are to be implemented are likely to have the largest benefit for example, Abertillery Interchange.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. This will facilitate ease of access for communities across south east Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>The Metro Plus Programme will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and further beyond.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to work trips diminishes with the</p>	<p>A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.</p>



Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>distance of commuting. The Metro Plus 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 Programme promotes the co-locating of modes via seamless interchanges.</p>	
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The Metro Plus Programme includes investment across the whole of south east Wales and it will improve the quality of the region as a whole. Therefore it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p>	<p>Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.</p>
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation.</p> <p>All signage will be bilingual and buses are already equipped with AudioVisual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging.</p>	
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering as far as possible across 10 LAs and a population of 1.5m people. It is</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>about economic gains – but importantly how this will convert as tools for improving people’s lives.</p> <p>The programme will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individual, households, public sector and business to grasp new opportunities, from the improved access provided by new and improved transport options.</p> <p>Transport improvements that improve access throughout the south east Wales region will help increase the skills base of the labour market, through providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>The Metro Plus Programme will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining 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.</p>	

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

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

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

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

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

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

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

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

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

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

<ul style="list-style-type: none"> • Evidence and input contributed by theme leads • Outcomes of assessments such as audit reports • Delivery against targets set out in individual business cases/ approved project documentation

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

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

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

The impacts of this proposal will be evaluated on:

Delivery of additionality and measurements identified within the Investment and Infrastructure Framework