

## **01<sup>st</sup> AUGUST 2019 MEETING**

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### **METRO PLUS PACKAGE OF STUDIES UPDATE**

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

#### **AGENDA ITEM 5**

##### **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 18<sup>th</sup> February 2019. This report therefore seeks to provide an update on progress with the package of studies commissioned to support the Metro Plus programme on Low Emission Vehicles, Income Infrastructure Modelling and LEV Taxi scheme.

##### **BACKGROUND**

- 2) A Strategic Outline Programme for Metro Plus Phase 1 (Programme of 'Future Mobility' Schemes) was agreed by Regional Cabinet on 18<sup>th</sup> February 2019. This approach established the principle of a programme of activity complementing and enhancing the proposed Metro and Metro Central investments, which has been badged 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 WeITAG and five-stage business case model.
- 4) Further research has been undertaken to explore and identify complementary innovative transport led regeneration opportunities and planning across the region through the development of a Low Emission

Vehicle Strategy, Infrastructure Income Modelling and a plan to provide electric charging infrastructure, which will include facilities for taxis.

## **Progress on Low Emission Vehicles Studies and Renewables**

5) Urban Foresight was engaged by the five Gwent Local Authorities and PSBs to carry out a feasibility study for on-street EV charge points and have since been engaged by City Deal to extend this commission to the other five LAs within City Deal to ensure a regional approach to delivery of on-street EV infrastructure. The outcomes include:

- Reviewing the feasibility of installing charge points at locations identified by the PSBs;
- Determine locations which should be eligible for funding for OLEV On-street Residential Charge point Scheme and Workplace Charging Scheme;
- Recommend a package of locations to be included to apply for these funds;
- Provide a prioritisation of other sites based on their delivery feasibility, potential for high use and contribution, to regional network connectivity; and
- Recommend next steps in relation to delivery of a regional network and developing a commercial network model.

6) The Gwent study is complete. The study for the rest of the LAs within the City Region is due to be completed shortly. Any co-investment required will be subject to the principles of the Investment Framework. Cenex, (an independent not-for-profit consultancy specialising in the delivery of projects, supporting innovation and market development, focused on low carbon vehicles and associated energy infrastructure) was appointed in 2018 to prepare and review the 10 Metro Plus schemes and recommend the level of Low Emission Vehicle (LEV) infrastructure that should be installed at each site. This report is being utilised by the local authorities to incorporate LEV infrastructure and inform WelTAG studies.

7) Cenex is now completing three further pieces of work;

### **1. Infrastructure income modelling (Draft report received)**

The draft infrastructure income modelling study is being reviewed and will be brought back to a future meeting. Early indications show they have considered four operating models including Own and Operate, Lease, Concession and External Operator. They are currently recommending the concessionaire model is taken forward for further planning. In addition to the strong financial performance, there are four reasons to opt for this approach as follows:-

- It gives the procuring authority significant control over the locations of new installations.
- There is value in retaining ownership of the groundworks and cabling, as it makes it easier to transfer to a new concessionaire.

- It reduces risk to the host authority by transferring it to the concessionaire and mitigates the need for on-going funding for network maintenance and development.
- It can be used to leverage private sector investment to grow the network.

## **2. Low Emission Vehicle Strategy (including bus and freight)**

This report is due to be complete by early November 2019 although Cenex is proposing to accelerate this timescale by a few weeks. Workshops have recently been delivered for Freight and bus operators, which will inform the recommendations. Technologies, best practice and current policies and strategies have already been considered and analysis is to be carried out during July and August, with strategy and policy being considered for low, medium and high scenarios. The findings of the study will form part of a future report in the autumn.

## **3. LEV Taxi Strategy**

The Taxi Strategy is due to be completed in draft by the end of July 2019. Early indications show that the region is in a good starting place in terms of current taxi fleet where the average age is 8 years and younger. Three options are being considered, including moving to Euro 6 fleet, Hybrid and pure Electric. Whilst Euro 6 is easier to achieve and has a more instant effect on emissions, this is short lived and the early recommendation is to move towards pure electric immediately as although it takes longer, it has a bigger and more final impact on reducing emissions. The half way hybrid option is being ruled out on overall cost grounds. Recommendations may include a similar option to Leeds CC who are going to be offering options of a £2k grant towards the cost of an EV or a £10k interest free loan option. Further information will be brought to Members once the report has been finalised.

## **OLEV / EV Charging Infrastructure Investment Fund / Renewable Energy**

- 8) Office of Low Emission Vehicles (OLEV) funding for On-street Residential Charge point Scheme and Workplace Charging Scheme is a 70% grant to the maximum value of £7,500 per location to provide EV infrastructure that meets the criteria for on-street and workplace locations. The maximum amount available to any LA is £100k. It is anticipated that this funding will cease being offered at the end of March 2020. As advised above, the Gwent LAs have already undertaken a study and have identified potential locations. It is up to the Gwent authorities to locate the match funding required should they believe there is a viable business case.
- 9) Zouk Capital is an infrastructure and private equity fund manager, appointed to manage the UK Government's Charging Infrastructure Investment Fund (CIIF). The CIIF is a £400m investment fund – £200m raised from the private sector matched by the £200m from the UK Government. The fund was announced in the Autumn Budget 2017 amongst a package of measures aimed at helping to increase the uptake of electric vehicles (EVs) in the UK.

- 10) Increased adoption of EVs will play a pivotal role in both the decarbonisation of the UK's transport sector and much needed improvement in air quality as well as ensuring the UK continues as a global leader in the EV revolution. The fund will be invested in UK companies and platforms that comprise all elements of public EV charging infrastructure in order to make a commercial return for the UK Government and private sector investors. Subject to negotiations, it is expected that the fund will launch in spring 2019.
- 11) WG has requested that TfW put forward all of the railway stations in Wales (~250) as locations for LEV charging infrastructure and identify a supplier, using the concessionaire model to supply and manage all EV at these sites. They are considering options to work with Zouk Capital to deliver this infrastructure. Following the work carried out by both Urban Foresight and Cenex, it could be possible for all City Region locations identified from the studies, to be included in the WG commission. Whilst it might be the case that not all locations will be attractive – it is envisaged that a package could be put together. If this option is taken, it is understood that the private sector would provide the infrastructure with the public sector providing the locations and facilitating grid connection for no cost. The model would include a share of profits only once the locations become profitable. It is likely that some public sector funding would be necessary for connecting to the grid. Discussions are ongoing and a further report will be brought back to Members once these discussions are at a more advanced stage.
- 12) In light of the recent climate change emergency announcements and a strong decarbonisation policy supported by the Environment Act, renewable energy and zero carbon energy supply is a key consideration in development of the Metro Plus schemes.
- 13) Each Metro Plus scheme is considering opportunities for renewable energy on an individual basis including ensuring EV infrastructure is supplied by a renewable energy supply. The Carbon Trust, through Welsh Government Energy service, are able to offer a free service to consider the cost of renewables at specific locations and have already considered the implications for the Pontypool and New Inn scheme to incorporate solar car ports.
- 14) Cardiff Council have made significant progress in terms of LEV infrastructure and are already delivering on-street infrastructure at 15 locations, providing 30 no. 7kw charging points at various locations within Cardiff. They tendered and awarded a contract to Swarco to manage the infrastructure for the next three years. There are potential opportunities to work collaboratively, to procure a partner who could provide an upfront infrastructure investment and build, and recover investment and management costs through an EV charging revenue stream. Detailed consideration is required as to the form such procurement could take, including; the requisite bodies that wish to be a part of any such collaborate procurement would need to make such decision to join the procurement, as would the body leading the procurement, the parties respective contributions would need to be determined (for

example land / sites allocated could be provided by the Council and other Partners) and how the proposed contract should be structured (for example the contract could operate under a profit share arrangement with the Councils once initial investment costs are repaid). Any update on this will be brought to a future meeting.

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

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

### **Reason for Recommendations**

- 16) To update Members on progress to date.

### **Financial Implications**

- 17) The attached report seeks to provide the Regional Transport Authority with an update on a package of studies commissioned to support the Metro Plus programme. The 2019/20 approved City Deal Top-Slice budget (Regional Bodies) contains sufficient resources to cover the cost of the studies outlined in this report. Updates on actual expenditure incurred will form part of the regular quarterly budget monitoring reports to the Regional Cabinet.
- 18) In respect of any potential procurements referred to in the report, any financial implications arising will need to be considered as part of the appropriate decision making process for those bodies that may be involved in any such arrangements.

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

- 19) This report is submitted to update members on the matters raised. As individual projects are developed, appropriate legal and other professional advice should be taken.
- 20) The report refers to potential procurements. Detailed legal advice should be sought on any proposed procurement, which must be carried out in accordance with legal requirements. To the extent the procurements involve other bodies, then arrangements will need to be agreed between the parties as to how the procurement will be run, the proposed contract structured and as to the respective parties contributions. Further, each party will need to make the requisite decision, in accordance with its own decision making rules, to be a party to any such collaborative procurement

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

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

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

## **Equality Act 2010**

- 26) In considering this matter, regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal

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 note progress to date on the Low Emission Vehicles (LEV) Studies being carried out and the initial findings for each.

**KELLIE BEIRNE**  
**CARDIFF CAPITAL REGION DIRECTOR**  
**01<sup>st</sup> August 2019**

The following Appendix is attached:-

Appendix 1 – Wellbeing of Future Generations Evaluation

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

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

## Future Generations Assessment

<p><b>Name of the Officer completing the evaluation:</b></p> <p><b>Clare Cameron</b></p> <p><b>Phone no: 07976 708539</b></p> <p><b>E-mail: clare.cameron@cardiff.gov.uk</b></p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>A Strategic Outline Programme for Metro Plus Phase 1 (Programme of 'Future Mobility' Schemes) was agreed in principle by Regional Cabinet on 18<sup>th</sup> February 2019. This report therefore seeks to provide an update on progress with the package of studies commissioned to support the Metro Plus programme on Low Emission Vehicles, Income Infrastructure Modelling and LEV Taxi scheme.</p>
<p><b>Proposal: Metro Plus Package of Studies Update</b></p>	<p><b>Date Future Generations Evaluation form completed: 25 July 2019</b></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><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Setting up Governance arrangements around progress of Metro Plus schemes within City Deal and the targets set around GVA, jobs and leverage – is our key means of securing greater prosperity. Managing &amp; reporting 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 does not seek to simply report progress – but to address the actions needed to drive it.</p>
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>New infrastructure and enhancement of provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the Metro Plus Programme will promote and provide an</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>alternative thereby encouraging modal shift to public transport for a range of journey types.</p> <p>This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality.</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><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to interchanges to access the Metro Plus Programme of schemes.</p> <p>The potential to increase active travel journeys 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</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>worldwide, similar to the burden of tobacco smoking and obesity<sup>11</sup>).</p> <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><b>A Wales of cohesive communities</b> 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>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>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to work trips diminishes with the distance of commuting. The Metro Plus 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><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>The Metro Plus 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><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport infrastructure across the Region will help increase the means of access to sport and recreation.</p> <p>All signage will be bilingual and buses are already equipped with AudioVisual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering as far as possible across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives.</p> <p>The programme will support a more productive economy through an increase in access to the South Wales transport network. This will allow for 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 Metro Plus Programme assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society.</p> <p>Being a programme that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>The Metro Plus Programme will provide increase network capacity, providing new and improved transport facilities, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors such as between Newport and Cardiff and the Abertillery to Ebbw Valley Railway line.</p> <p>In developing the programme long terms trends have been analysed. For example, the need to provide for electric powered vehicles at all sites with the programme has been investigated. A separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. The Metro Plus programme also looks to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.</p>	

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

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

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

<b>Protected Characteristics</b>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
Age	The 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		



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

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

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

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

- 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 schemes**