

**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2019-20
SCHEME APPLICATION FORM**

Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects

Local Authority	Merthyr Tydfil CBC
Scheme Name	RTA Metro Plus Programme
Scheme Priority Rank Number	1
Existing or New Scheme	Existing
Grant (please select one)	Local Transport Fund
Date of Scheme	Start April 2018 Estimated Completion March 2023
Scheme Category (please select one)	Integrated Transport / Highways / Rail / Active Travel Strategic Scheme / Active Travel Local Scheme / Safe Routes in Communities
Funding required for 2018-19	£4,269,000
Total funding required to complete scheme from 2019-20 onwards	£10,731,000 (plus total match funding of £15m by City Deal)
Project Manager Contact Name	Alun Evans
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Authorised by (e.g. Head of Finance or Transport Services)	Name: Chris Long Job Title: Economic Development and Strategic Tourism Manager Signature:

SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year. Applications for a package of schemes should contain a costed list of the associated projects in priority order.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

OS GB grid reference:

The Cardiff Capital Region City Deal in collaboration with Welsh Government and Transport for Wales has identified a package of schemes to a value of c£50M that will enhance, extend, add value and future proof commitments to the south east Wales Metro. The package has been developed on the basis that both the Welsh Government and City Deal will commit, subject to full business case, a contribution of £15M each for scheme delivery. Additional funding will be secured from a number of sources, including; developer contributions, third party and private sector funding, other government grants and the councils' own capital programmes.

The individual schemes include Transit Orientated Developments (interchanges of the future based around a range of uses beyond transport), enhanced park and ride facilities that promote interchange and integration for all modes, and new and extended Metro networks that allow the wider community to access sustainable opportunities to travel for work, education, retail or leisure purposes.

This exciting package of Metro+ schemes will be future proofed by the inclusion of the latest technological advances in vehicle charging for bus, taxis, car clubs and cycles, including energy generation where possible. In addition, the wider City Deal priorities around economic growth, the skills agenda, digital inclusion and open data will form a key aspiration.

The programme comprises the following projects:

Abertillery Interchange – the current Ebbw Valley Railway service is one train per hour, with a further hourly service committed as part of the new rail partnership. A long standing aspiration of local residents of the Ebbw Fach and Abertillery is the provision of a link to the EVR, so the initial work is focussed on identifying the current accessibility problems and issues, identifying smart,

strategic objectives and developing a short list of options to provide this link. Electric charging points will be included within any future proposal implemented.

Caerphilly Interchange – at an early stage of development, the provision of a new transport interchange for Caerphilly, on the site of the current bus and rail stations. High quality passenger facilities to be provided including electronic information, EV charging for buses and a larger park and ride facility. The initial stage development will also consider the wider business and green technology hub opportunities.

Porth Interchange – 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 for this Transport Hub, which will house a seven bay bus interchange, taxi rank and cycle racks, with direct access to the rail station platforms and the Park and Ride, which will be further extended. Electric charging points will be included within the future proposal.

Barry Docks Interchange – the development of bus and rail interchange at Barry is a key aspiration, especially given its location in relation to Cardiff Wales Airport. It is anticipated that the interchange would include 4- 5 bus bays, have provision for taxis and potentially extend the existing Park and Ride site (currently at capacity) as the new rail partnership includes line frequency enhancement. Electric charging points will be included within any future proposal implemented.

Pyle Interchange - 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. The existing 23-space car park at Pyle is currently at capacity and a minimum of 75 additional spaces are being considered as part of the future development. The scheme will include the design and delivery of an additional P&R facility that can cater for current demand and future growth based on an updated business case. The proposal will also include appropriate Active Travel connections and will also give full consideration to the inclusion of EV charging points, and the provision of additional cycle parking facilities.

Pentrebach Station and Park and Ride – the focus at Pentrebach is the regeneration of a significant brownfield site (Hoovers) that has been largely vacant for 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 with new businesses, homes, shops and parkland, the Taff &

Trevithick trails and on the doorstep of Merthyr Tydfil Town Centre. 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. Electric charging points will be included within any future proposal implemented.

Severn Tunnel Junction Park & Ride - an additional 150-200 space park & ride facility 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 & ride spaces, safer walking & cycling access, arevamped bus-rail interchange, EV charging spaces and potentially an improved station building (with ticket office, café, shop, WC).

Pontypool and New Inn Station Park and Ride – the proposed enhancements at Pontypool and New Inn Rail Station include a new Park and Ride (200 spaces) which will be accessed from the A4042 trunk road, DDA compliant platform access and improved station facilities including cycling facilities. 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. EV charging spaces provided within the new P&R.

Newport to Cardiff Bus Priority - the Newport to Cardiff Bus Corridor links a number of significant trip attractors - Cardiff City Centre, the St Mellons Business park, Cleppa Park/IQE Semi-conductor plant, the Office of National Statistics and Patent Office, the Royal Gwent Hospital, Newport City Centre and the Wales International Conference Centre. 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 journey time variability. Initial work is ongoing on an improvement package that includes high-quality roadside infrastructure to promote and facilitate increased bus use. The scheme will also provide the foundation for a Park and Ride facility to be developed on the eastern side of Newport, where EV charging could figure prominently.

East Cardiff Bus Priority – this project incorporates 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 new bus priority measures to connect local and regional buses through the east and south of the city, installation of Central Cycle Superhighway that will connect and link all 4 cycle superhighways to the city centre, 20mph Zone and traffic calming measures, air quality Improvements, cycle parking and Next Bike, and EV charging points.

REDSTART Stage 1 Draft Report attached.

Genex Stage 1 Draft Report attached.

Safe Routes in Communities Schemes ONLY

Name of school/s on which the scheme is focused	Number of pupils

Is the scheme included in your Existing Routes Map or your Integrated Network Map? If yes, please show the route reference, taken from the Active Travel Mapping System and describe how the scheme fits into your existing or planned active travel network.

Route Reference:

If the scheme does not fall within a designated locality, as per the Active Travel (Wales) Act 2013, does it serve one or more schools that were included in the list of schools which required improvements to routes, as submitted by your local authority in July 2014?

Yes

If neither of the above apply, please provide evidence why your scheme should be considered for funding:

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Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your scheme. Please use the Future Generations Framework <https://futuregenerations.wales/wp-content/uploads/2017/12/FGCW-Framework.pdf>

PLEASE ONLY PROVIDE INFORMATION RELATED TO YOUR SCHEME

The Five Ways of Working	
<p>Long Term – please describe how you have considered long term needs related to your scheme. What are the impacts of your scheme on future generations?</p>	<p>The Metro Plus RTA 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>Table 2.2 of the attached Redstart report 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. 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.</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 five ways of working of the WCFG (Wales) Act have been considered in developing the programme and long term trends have been analysed. For example, the need to provide for electric powered vehicles at all sites with the programme has been investigated.</p> <p>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.</p> <p>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.</p> <p>Population within some areas of South East Wales are projected to increase. 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.</p>
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<p>Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or occurring in the first place.</p>	<p>The Metro Plus RTA 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 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.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>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.</p> <p>Table X.X attached includes a review of the impact of the individual schemes and the Metro Plus RTA Programme against the wellbeing objectives of each of the ten local authorities which the programme will be implemented.</p> <p>In terms of the programme impact on local authority wellbeing goals, a positive impact can be seen. In particular the Metro Plus RTA Programme will help to achieve goals that aim to</p>

	<p>tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>Through implementation of a programme of measures that are instigated in ten local authorities, co-ordinated working between political and commercial partners is being promoted at a regional level. The schemes stem from a list of schemes identified by the Regional Transport Authority and in discussion with WG and TfW to enhance the current Metro 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>REDSTART was also commissioned to appraise the Programme in terms of Strategic Fit and Wellbeing and Future Generations considerations. The Stage 1 Draft Report is supplied for information.</p> <p>The WB&FG Office has also been approached and will be included in the development of the Programme.</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>Involvement – please describe who you have involved and how, in the development and appraisal of your scheme</p>	<p>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 CCRC board members and Welsh Government representatives.</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 RTA is working with TfW to develop the Programme and ensure that the proposal fits with TfW's vision and Metro Programme.</p> <p>WBFG has been included in the discussion and will be actively involved in considering the proposal and ensuring its fit to the WB&FG Act goals and objectives.</p> <p>The RTA will ensure that all partners are included whilst delivering the Programme.</p>
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SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>The collective benefits of a Metro Plus RTA Programme are greater than if implemented as individual schemes. 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.</p> <p>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.</p> <p>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</p>

permitting participation in the labour market for all members of society.

The programme will also 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.

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. 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.

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. 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 this 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, project 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 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

	<p>becomes easier to travel around thus promoting the South Wales area as a whole offering.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>Key outputs of the Metro Plus RTA Programme:</p> <ul style="list-style-type: none"> • Number of interchanges improved = 9 • Approximate KM's of passenger transport network improved or provided = 32 km (Newport to Cardiff 26km and Abertillery Spur 6km) • Number of new park and ride spaces provided is estimated to be 453, but will increase following development of the individual schemes <p>The outputs of the following TRI bids which would be supported by the Metro Plus RTA include</p> <ul style="list-style-type: none"> • 393 gross jobs to be created; • 260 construction sector jobs to be created; and • 47 traineeships.
<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>Each of the schemes identified in this Programme have evolved through the RTA and have been identified in individual LDPs and LTPs for each of the 10 LAs.</p> <p>All Active Travel elements delivered within the schemes, will have been included in the individual LAs Integrated Network Maps.</p>

	<p>The EV Charging element within the Programme fits with the WG Carbon agenda and the Programme strategically fits with the Cardiff Capital Region, WG and TfW plans and objectives for a seamless sustainable transport network for the region.</p>
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Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>

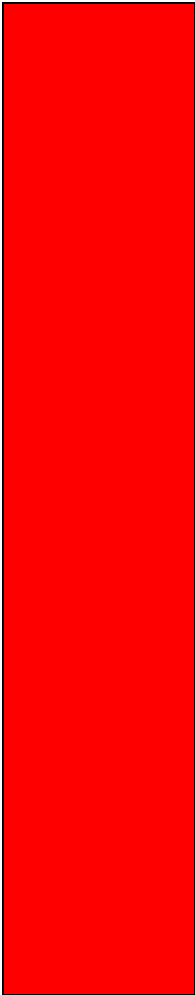
<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<p>Prosperous & Secure</p>	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>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.</p> <p>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, Abertillery Interchange.</p> <p>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.</p>

		<p>The Metro Plus RTA Programme will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout south east Wales and further beyond.</p> <p>The programme will also 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>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.</p> <p>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 that can easily travel around the region to access new job and training opportunities.</p> <p>The programme clearly demonstrates a commitment to a sustainable future, as all of the transport interventions</p>
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		<p>include focus on facilitating and promoting sustainable transport access.</p> <p>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. 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).</p> <p>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.</p> <p>The Metro Plus RTA 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.</p> <p>The majority of the schemes included within this Programme are located within the most deprived areas.</p>
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		<p>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 will help to improve levels of deprivation in these areas, where caused by a lack of transport options.</p> <p>The 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. 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> <p>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. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the wider RTA Programme and has proposed the level of infrastructure likely to be required up to 2030. This proposal will include the provision of this infrastructure in its delivery programme and will seek to</p>
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		<p>expand on this provision for the region as a whole and which will help combat 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 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.</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 distance of commuting. 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.</p>
	<p>Healthy & Active</p>	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments

		<p>active travel journeys undertaken to interchanges to access the Metro Plus RTA Programme of schemes.</p> <p>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 obesity¹¹).</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>Ambitious & Learning</p>	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	<p>Implementation of this 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 offer further opportunity for growth in skills, as economies of scale may permit opportunities for contractors to work together</p>

		<p>during construction of the programme to cross train employees in a range of skill areas.</p> <p>In addition, the 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.</p> <p>Promoting more higher skilled apprenticeships in STEM industries is an aim of the WG, 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'.</p>
<p>United & Connected</p>	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>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.</p> <p>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</p>

	<p>regeneration of an area by attracting inward investment and enabling access to labour markets.</p> <p>The outputs of the following TRI bids which would be supported by the Metro Plus RTA include</p> <ul style="list-style-type: none">• 393 gross jobs to be created;• 260 construction sector jobs to be created; and• 47 traineeships. <p>The 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.</p> <p>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.</p>
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Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Contribution
Local Transport Fund	<ul style="list-style-type: none"> • Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services • Connect communities and enable access to key services 	<p>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.</p> <p>The Programme 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.</p>
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	

Active Travel Fund	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	

2. TRANSPORT CASE

Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Positive
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	neutral
A globally responsible Wales	Positive

Value for Money

Please explain what steps have been taken to ensure costs have been kept as low as possible and to quantify if the funding requested will represent value for money. Include Benefit Cost Ratio (BCR) if known:

Each scheme will be peer reviewed and value engineered to ensure maximum benefits. All schemes will be procured using each Council's procurement rules.

Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p>Social Impacts Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.</p>	<p>Improved access to the rail stations and bus services and improved infrastructure at the interchanges and park and ride sites will encourage greater use of public transport. The schemes will provide improved accessibility to employment opportunities, education facilities and health services through the interchange of bus and rail.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>The aims of the schemes seek to ensure a positive impact on organisations and individuals who have protected characteristics.</p>
<p>Environmental Impacts Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The schemes will encourage car users to use public transport and therefore reduce congestion on the highway network and</p>

	<p>improve the efficiency of public transport journey times along the strategic transport corridors.</p> <p>This will have a positive impact on local air quality, biodiversity, heritage and noise.</p> <p>The provision of EV Charging at park and ride sites will allow those without off-street parking provision to consider changing to EVs.</p> <p>Landscape and townscape will also be positively impacted through the regeneration of unoccupied land for the park and rides.</p>
<p>Economic Impacts Please consider journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created.</p>	<p>Many of the schemes are currently within the top 25% and 50% most deprived areas in Wales (WIMD 2014), and between 35-45% of households in these areas have access to a vehicle (2011 Census). Therefore by improving accessibility to public transport, residents of these areas and beyond will benefit from its connectivity to services.</p> <p>The park and ride sites will complement the anticipated frequency enhancements to the core valley lines that are being delivered as part of the Metro.</p> <p>By providing park and ride on strategic locations, it will aid in unlocking other brownfield sites for housing, commercial and mixed use development.</p>

	<p>The schemes will reduce the level of traffic on the strategic highway network, which will have a positive impact on public transport journey time and reliability, as well as reducing the potential for accidents.</p> <p>The bus corridor improvements will allow for easier, faster and more efficient movement of buses into Cardiff and around the City Centre and will enable regional routes to operate more effectively.</p>
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3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

The Metro Plus RTA programme includes 10 individual schemes at varying stages of development:

Strategic Outline Case development stage – Abertillery, Pentrebach, Caerphilly, Barry Docks, Newport to Cardiff

Outline Business Case development stage – Pyle, Porth

Full Business Case stage – East Cardiff

Implementation stage – New Inn & Pontypool, Severn Tunnel Junction

Future costs have only been included at this stage for schemes at either Full Business or Implementation Stage. Further information will be provided as schemes develop.

Caerphilly Interchange

4. FINANCIAL CASE

Financial expenditure profile

Overall Programme

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys	136	835	22				993
Design	410	1646	35				2091
Land Purchase	150	180					330
Accommodation Works	44	315	123	15			497

Construction		1015	4727	3000			8742
Project Management		256	327	243			826
Monitoring and Evaluation		17	10		20		47
Promotion		5	15				20
GROSS TOTAL	740	4269	5259	3258	20		13546
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	255 CCC 100%	120 VTF 20 WG 40 CCBC	City Deal TBC	City Deal TBC	City Deal TBC		City Deal TBC
NET TOTAL	485	4089					

Abertillery Interchange

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys	15	100					
Design		200					
Land Purchase							
Accommodation Works							
Construction							
Project Management		20					

Monitoring and Evaluation							
Promotion							
GROSS TOTAL	15	320					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL	15	320	TBC	TBC	TBC		TBC

Caerphilly Interchange

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys							
Design (including feasibility/studies)	20	180					
Land Purchase							
Accommodation Works							
Construction							
Project Management							

Monitoring and Evaluation							
Promotion							
GROSS TOTAL	20	180					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>		120 VTF 20 WG 40 CCBC					
NET TOTAL	20	0	TBC	TBC	TBC		TBC

Porth Interchange

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys	15	20					
Design	60	564					
Land Purchase	150	150					
Accommodation Works		200					
Construction							
Project Management		50					

Monitoring and Evaluation							
Promotion							
GROSS TOTAL	225	984					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL	225	984					

Barry Docks Interchange

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys	10						
Design		90					
Land Purchase							
Accommodation Works							
Construction							
Project Management		10					

Monitoring and Evaluation							
Promotion							
GROSS TOTAL	10	100					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL	10	100					

Pentrebach Station & Park & Ride

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys		160					
Design							
Land Purchase							
Accommodation Works							
Construction							
Project Management		20					

Monitoring and Evaluation							
Promotion							
GROSS TOTAL		180					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		180					

Pyle Interchange

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys		30					
Design		175					
Land Purchase		30					
Accommodation Works		40					
Construction							
Project Management		20					

Monitoring and Evaluation							
Promotion							
GROSS TOTAL		295					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		295					

Severn Tunnel Junction Park & Ride

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys			2				2
Design		30	35				65
Land Purchase							
Accommodation Works		25	15				40
Construction		615	1015				1630
Project Management		46	46				92

Monitoring and Evaluation		17	10				27
Promotion		5	5				10
GROSS TOTAL		738	1128				1866
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i> CCRCD							
NET TOTAL		738	1128				1866

Pontypool & New Inn Station Park & Ride

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys							
Design		150					150
Land Purchase							
Accommodation Works		50					50
Construction		490	712				1202
Project Management		60	38				98

Monitoring and Evaluation							
Promotion							
GROSS TOTAL		750	750				1500
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i> CCRCD							
NET TOTAL		750	750				1500

Newport to Cardiff Bus Priority

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys	15	15					
Design	200	100					
Land Purchase							
Accommodation Works							
Construction							
Project Management		10					

Monitoring and Evaluation							
Promotion							
GROSS TOTAL	215	125					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL	215	125					

East Cardiff Bus Priority & Cycle Super Highway (£3m bus priority to be funded from this grant, cycle superhighway to be funded separately)

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys	81	330	20				131
Design	130	157					287
Land Purchase	0						0
Accommodation Works	44		108	108			260
Construction	0		3000	3000			6000

Project Management	0	23	243	243			509
Monitoring and Evaluation	0				20		20
Promotion	0		10				10
GROSS TOTAL	255	510	3381	3351	20	0	7517
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	255 CCC 100%						255 CCC 100%
NET TOTAL	0	510	3381	3351	20	0	7262

Regional Development Fund

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys		180					
Design							
Land Purchase							
Accommodation Works							
Construction							

Project Management		20					
Monitoring and Evaluation							
Promotion							
GROSS TOTAL		200					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		200					

Quarterly Expenditure Profile

(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)

Quarterly Expenditure Profile

	Forecast FY2019-20 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	200	200	200	235
Design	400	400	400	446
Land Purchase	40	40	40	40
Accommodation Works	80	80	80	75
Construction	250	250	250	265
Project Management	64	64	64	64
Monitoring and Evaluation				17
Promotion				5
GROSS TOTAL	1034	1034	1034	1147
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>	40	40	40	40
NET TOTAL	994	994	994	1107

5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

<p>Where appropriate commissions will utilise the National Procurement Service framework for the provision of appropriate professional services / contractor's or other approved procurement routes.</p> <p>The appointment of the consultants to undertake the design will be in accordance with the procurement policy of the Council.</p>	
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MONITORING AND EVALUATION

How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?

<p>The monitoring will be undertaken by the promoting Council of the main outputs of the scheme. Park and ride usage will be monitored by means of site surveys and satisfaction will be monitored by means of user feedback through customer surveys. Bus services reliability will be monitored by the bus operators.</p>	
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