

## Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

### **Applicant & Bid Information**

**Local authority name / Applicant name(s)\*:** Rhondda Cynon Taf County Borough Council (RCTCBC)

*\*If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

**Bid Manager Name and position:** [REDACTED]

*Name and position of officer with day-to-day responsibility for delivering the proposed scheme.*

**Contact telephone number:** [REDACTED]      **Email address:** [REDACTED]

**Postal address:** RCTCBC, Sardis House, Pontypridd, RCT, CF371DU

**Nominated Local Authority Single Point of Contact:** [REDACTED]

**Senior Responsible Officer contact details:** [REDACTED]

Chief Finance Officer contact details: [REDACTED]  
[REDACTED]

Country:

- England
- Scotland
- Wales
- Northern Ireland

Please provide the name of any consultancy companies involved in the preparation of the bid:

N/A

For bids from **Northern Ireland applicants** please confirm type of organisation

- Northern Ireland Executive
- Public Sector Body
- District Council
- Third Sector
- Private Sector
- Other (please state)** [REDACTED]

## PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

<p><b>1a Gateway Criteria for <u>all</u> bids</b></p> <p>Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22</p> <p><i>Please ensure that you evidenced this in the financial case / profile.</i></p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p><b>1b Gateway Criteria for private and third sector organisations in <b>Northern Ireland bids only</b></b></p> <p>(i) Please confirm that you have attached last two years of audited accounts.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>(ii) <b>Northern Ireland bids only</b> Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)</p>	

## PART 2 EQUALITY AND DIVERSITY ANALYSIS

**2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)**

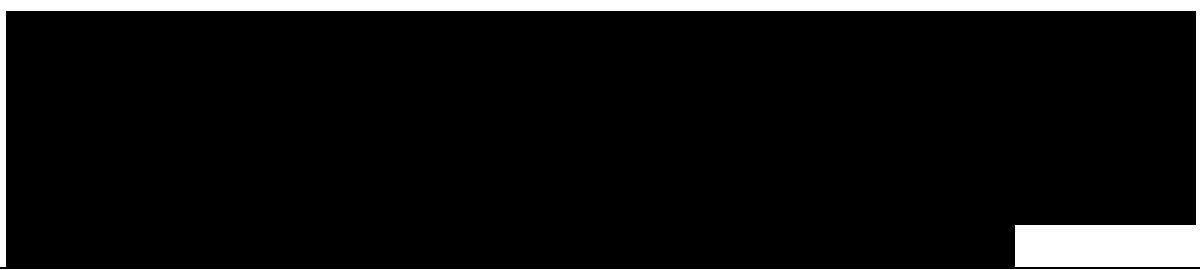
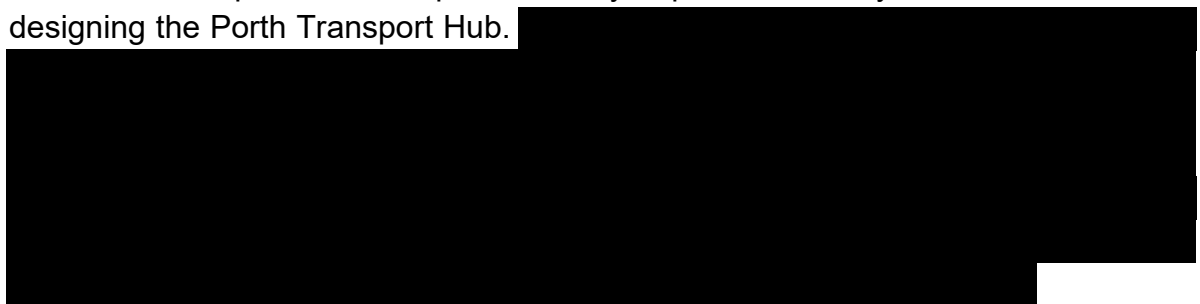
An Equality Impact Assessment (EqIA) form has been completed for this project, in accordance with RCTCBC's Equality Impact Assessment Guidance (2015). The initial EqIA screening process did not identify any high or negative impacts on any particular group, thus a full EqIA is not required for this project. This is verified in the WeITAG 3 Options Appraisal (currently in draft form).

In order to fully inform the public of Rhondda Cynon Taf Council's proposals for the Porth Transport Hub and the wider Porth Town Centre Strategy, a comprehensive public consultation was launched in 2018.

Face-to-face events were programmed in Porth Plaza (an integrated community hub in the town); Morrisons Supermarket Porth; Gilfach Goch Community Centre; Tonyrefail Leisure Centre; Rhiwgarn Community Centre and Ferndale Library. This programme of events offered the Council and public an opportunity to participate in the development of the series of projects contained within the Porth Regeneration Strategy, including the Porth Transport Hub as the key project. To reach those that may not normally engage with the Council in such direct events, an online campaign was also created to generate awareness of the proposals; with the opportunity to complete the survey online. All members of the public were invited to engage.

The strategic objective, **‘To improve connectivity with the town centre and surrounding areas through the development of a Transport Hub’**, proved to be the most popular of the five strategic objectives contained within the Porth Regeneration Strategy; with **83%** of respondents agreeing that this would boost the prosperity and development of the region.

Consultation with relevant affected groups based on protected characteristics and measures to implement a response to any impacts were key considerations when designing the Porth Transport Hub.



When authorities submit a bid for funding to the UKG, as part of the Government’s commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: [www.rctcbc.gov.uk](http://www.rctcbc.gov.uk)

<b>PART 3 BID SUMMARY</b>	
<b>3a Please specify the type of bid you are submitting</b>	<input checked="" type="checkbox"/> Single Bid (one project)  <input type="checkbox"/> Package Bid (up to 3 multiple complimentary projects)
<b>3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).</b>	
<p>With the creation of strong, resilient, and vibrant town centres as a key component of the Council's 2016-20 Corporate Plan, the Porth Town Centre Strategy was created to rejuvenate Porth and the surrounding area through a holistic and comprehensive strategy of targeted regeneration. This will be cultivated via the execution of a series of projects based on connectivity, housing and retail and maximising the potential of Porth's geographical and cultural designation as the 'Gateway to the Rhondda'.</p> <p>The Porth Transport Hub is the largest project within the Strategy's programme and will serve as an anchor for comprehensive regeneration, development and investment across Porth Town Centre and the surrounding area. Through support from the Cardiff Capital City Deal, modernisation via the South Wales Metro development and an increase in trains on valleys lines from two to four per hour, the development of the Porth Transport Hub will be developed to coincide with the most significant investment in the Welsh rail network development in decades and is primed to capitalise upon the benefits.</p> <p>The Porth Transport Hub will be a new transport interchange facility and will serve as the focal point for bus travel in Porth. [REDACTED]</p> <p>[REDACTED] The building is to be located to the North of Station Street, Porth; adjacent the current Northbound rail platform and will provide a seamless transition between bus and rail services. The scheme will have 7 operational bus bays, 2 lay over spaces, EV charging capabilities and will be served by new access and egress roads.</p> <p>Within the context of the wider Welsh transport network, Porth Train Station is a busy hub for rail passengers (33<sup>rd</sup> out of 222 stations for passenger volume, 2016/17 statistics). Served only by roadside bus-stops concentrated on Pontypridd Road, there is a significant disconnect in Porth between rail and bus transport. Situating the new Transport Hub directly adjacent to Porth's existing rail facilities creates a direct interchange between bus and rail and is a crucial element in the drive for seamless public transport.</p>	
<b>3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:</b>	[REDACTED]

<b>3d Please specify the proportion of funding requested for each of the Fund's three investment themes</b>	<b>Regeneration and town centre</b>	60%
	<b>Cultural</b>	0%
	<b>Transport</b>	40%

## PART 4 STRATEGIC FIT

### 4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

**4.1a Have any MPs formally endorsed this bid? If so, confirm name and constituency. Please ensure you have attached the MP's endorsement letter.**

Yes

No

See accompanying endorsement letter.

### 4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

**4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)**

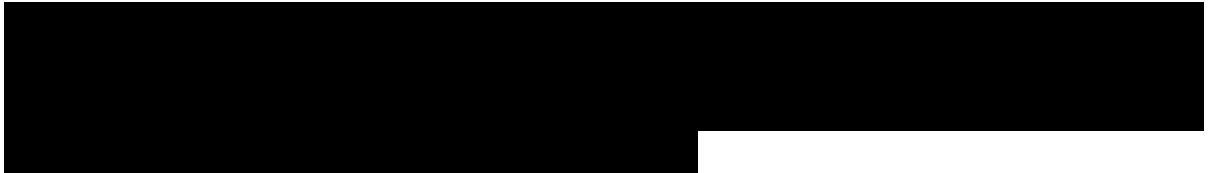
The development of the Porth Town Centre Regeneration Strategy and the Porth Transport Hub has included a full and comprehensive consultation involving direct and online interfaces with the public including events scheduled in Porth and the surrounding area throughout November and December 2018. Given the development's situation at the heart of Porth Town Centre it was identified that local communities and the private sector in Porth and the wider region should have the opportunity to properly review the proposals and voice their opinion.

In respect of the consultation's methodology, Face-to-face events were programmed in Porth Plaza community hub; Morrisons Supermarket Porth; Gilfach Goch Community Centre; Tonyrefail Leisure Centre; Rhiwgarn Community Centre and Ferndale Library. This programme of events offered the Council and public an opportunity to participate in the development of the series of projects contained within the Porth Regeneration Strategy, including the Porth Transport Hub. To reach those that may not normally engage with the Council in such direct events, an online campaign was created to generate awareness of the proposals; with the opportunity to complete the survey online.

139 people attended the face-to-face events and there were 72 responses to a questionnaire that was developed. 80% of respondents to the questionnaire felt that the strategic objectives outlined in the proposals would improve Porth Town Centre. The strategic objective, **'To improve connectivity with the town centre and surrounding areas through the development of a Transport Hub'**, proved to be the most popular of the five strategic objectives contained within the Porth Regeneration Strategy; with **83%** of respondents agreeing that this would boost the

prosperity and development of the region. **75%** of respondents also thought that it is important to **create the conditions for the town to become a thriving Station Quarter.**

The Transport Hub will be the heart of the town’s Station Quarter. Whilst the local business community were able to participate in this consultation, the Council maintains an active relationship and dialogue with local businesses via the town’s Chamber of Trade where they are kept abreast of the development’s progress.



The overwhelmingly positive response to the consultation and support for the Porth Transport Hub proposals directly informed the Council’s decision to create an overarching Porth Town Centre Regeneration Strategy, with the Transport Hub at its core. Since this consultation was carried out and the Council’s cabinet approved the implementation of the Porth Strategy, the Porth Transport Hub has developed to an advanced stage in the project lifecycle which is well-timed to coincide with the development of this bid.

**4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)**

There are no aspects of the Porth Transport Hub proposal which are controversial or not supported by the whole community. There are no campaigns or groups in support or opposition.

Within the comprehensive public consultation, the strategic objective, **‘To improve connectivity with the town centre and surrounding areas through the development of a Transport Hub’**, proved to be the most popular of the five strategic objectives contained within the Porth Regeneration Strategy; with **83%** of respondents agreeing that this would boost the prosperity and development of the region.

**4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?**

- Yes
- No
- N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council?

- Yes
- No



N/A

### 4.3 The Case for Investment

See technical note Table 1 for further guidance.

#### 4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Porth is a key settlement within the County Borough's Northern Strategy Area and regarded locally as the "Gateway to the Rhondda", due to its strategic location as a meeting point for the Rhondda Fach and Rhondda Fawr valleys. Porth has established connections with the wider region and other major towns and cities such as Pontypridd and Cardiff via the A4058 and A470 respectively. However, the A4058 south of Porth experiences daily high-volume traffic as it leads to Pontypridd and the A470 to Cardiff.

Despite being a strategically located town, Porth does not have a purpose-built bus station and the current train facilities consist of an aged and unsightly ticket hut with neglected and often vandalised shelters for passengers. In 2016/17, Porth Train Station was the 33<sup>rd</sup> busiest in Wales (out of 222). However, a poor transport interchange exists between bus and rail services in the town, with bus stops currently located along Pontypridd Road and Porth Street; hundreds of metres from the train station. This combination of a congested road network combined with disconnected public transport and underinvestment in transport infrastructure reduces Porth's appeal to shoppers, businesses, and investors alike, forming a significant barrier to growth. Porth and its high street, along with many others across the UK, has suffered from falling retail sales, reduced footfall, increased business failures and rising vacancies.

The Porth Transport Hub will replace existing rail facilities and provide a focal point for seamless public transport between bus and rail, becoming a catalyst for improvements in local public transport and the holistic regeneration of Porth and the surrounding region. With the confirmed electrification of Valleys Lines and an increase in the number of trains traversing them from two to four per hour from 2022, the development of the Transport Hub is timed perfectly to capitalise upon the most significant investment in the Welsh train network in decades and provides a prime opportunity to capitalise upon the benefits. These benefits will be particularly felt in the Rhondda Fach area where no direct rail route exists. The topography of this area is such that the Rhondda Fach, which is heavily dependent on Porth Train Station for access to wider employment opportunities, has experienced significant deprivation, divestment and decline without proper investment in transport infrastructure. The Porth Transport Hub is an opportunity to level up not just Porth, but the broader region.

As the anchor project within the Porth Town Centre Strategy, the development will be the heart of a newly revitalised Station Quarter. Modern transport facilities, ease of access and increased footfall will improve Porth and the local region's appeal to

businesses and investors alike, increasing growth potential. The development of the Porth Transport Hub is complimented by significant investment in the existing Park and Ride facilities. Currently, Porth benefits from a Park and Ride facility which is at capacity. Planned investment in the site will expand the level of parking and provide Electric Vehicle charging capabilities.

**4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)**

Government investment is required for the development of the Porth Transport Hub as there is no appetite in the market to develop such infrastructure in this region. Large infrastructure projects, such as the development of transport interchanges outside of city-centres, are not traditionally private sector led and so, government investment is required to regenerate Porth and modernise the regional transport network. Such investment is critical in levelling up infrastructure in the UK.

The Porth Transport Hub is crucial in allowing the region to capitalise upon the benefits of the forthcoming regional rail electrification and modernisation and is the anchor project for the holistic regeneration of Porth and the surrounding area. The development will provide the necessary impetus and market confidence in the region to create growth and a flourishing business community.

The current transport infrastructure in place in Porth and the surrounding region is insufficient, over-capacity, under-invested and a clear block on economic progress and improvement. Combined with other planned investments in road, rail and bus travel, the Porth Transport Hub will act as a conduit for the benefits this will bring and channel the positives it brings into Porth and the surrounding region.

Nearby communities, particularly the Rhondda Fach, having no rail provision and challenging topography, has suffered significant economic decline from the closure of large employment bases in the last decade. There is a bus service; however, it suffers from underinvestment and is not helped by the lack of good bus-to-rail interchange facilities in Porth.

**4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)**

Rhondda Cynon Taf Council is proposing to invest in the Porth Transport Hub as a principal element of public transport modernization efforts and a catalyst for regeneration. The development seeks to address an array of challenges, such as poor connectivity, sub-standard transport infrastructure, public transport integration and the need for holistic regeneration. By addressing these challenges, the Porth Transport Hub will enable the region to harness the benefits brought by wider public transport investment which will stimulate Porth's potential for private sector investment and the local economy.

[REDACTED]

The Porth Transport Hub will be a new transport interchange facility and will serve as the focal point for bus travel in Porth. [REDACTED]

[REDACTED] The building is to be located to the North of Station Street, Porth; adjacent the current Northbound rail platform and will provide a seamless transition between bus and rail services.

Like Towns across the UK, Porth has faced economic hardship in recent years and has experienced increased property vacancies and reduced footfall year-on-year from 2011, from a weekly average of 13,210 to 9,274 in 2018. This economic degradation has been exacerbated by the CoVID-19 pandemic, which has seen the decline accelerate. From the Council's work with businesses in the previous decade it became clear that Porth's private-sector confidence is at an all-time-low; prompting an assessment of Porth's challenges and opportunities to address them.

Since the inception of the Porth Town Centre Strategy and the announcement of the Transport Hub as the anchor project for transport modernisation and regeneration in the region, business confidence has improved and the town has seen increased interest from private sector investors seeking to develop businesses and properties in the area.

In terms of Porth's transport network and infrastructure, there is a clear disconnect between modes of public transport in Porth. Porth's train station and bus-stops are located at opposite ends of the town, creating disjointed journeys for travellers. Aside from road-side bus shelters, Porth has never had a purpose-built bus station. Current rail facilities consist of an unsightly and insufficient ticketing booth. These facilities discourage travel by public transport in Porth and will fail to fully capitalise upon the forthcoming benefits brought by the electrification of the valleys line and an increase in trains running through Porth, from two to four per hour. Sub-standard infrastructure in Porth has had an impact on the wider region, on the Rhondda Fach area in particular, which has no direct train link and is heavily dependent on Porth's strategic rail facilities for access to broader employment opportunities. Like Porth, the area has experienced significant decline, deprivation, and disinvestment in recent decades.

**4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR): [WelTAG 1 & 2 reports accompany this bid.](#)**

Yes

No

**4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)**


[Theory of Change attached alongside bid.](#)

The Porth Transport Hub's main objectives are to level up the town's transport infrastructure, act as a catalyst for holistic regeneration, improve connectivity and enable the town to reap the benefits of a modernized transport system. It will deliver a range of high-quality and impactful outputs from a number of improvement themes, such as Regeneration, Levelling up Infrastructure, Improving Connectivity. These outputs will cultivate excellent opportunities for businesses and investors in Porth and the wider region and create an atmosphere in which existing and future commercial ventures can flourish.

The idea of the Porth Transport Hub was cultivated through the formation of a holistic regeneration strategy for Porth, which identified significant challenges in the form of sub-standard infrastructure, poor connectivity, a lack of an attractive "Gateway" and segregated bus and rail transport. After identifying these challenges, the Council consulted the public of Porth and immediate region on their opinions and wishes.

A comprehensive in-person and digital consultation was carried out. The strategic objective, **'To improve connectivity with the town centre and surrounding areas through the development of a Transport Hub'**, was the most popular amongst other opportunities, with 83% favouring it above others.

Following an excellent reception to the idea of a Porth Transport Hub from the public, a key output from this activity was the production of the Porth Town Centre Strategy, which cemented the Transport Hub's place as the anchor project for regenerating Porth and levelling up its infrastructure. The Transport Hub is featured within the Strategy as a development that would not only transform public transport and connectivity in Porth, but also kick-start a wave of holistic regeneration across the Town. Design workshops began with Capita Redstart in order to create a functional, modern and attractive facility.



From the initial activities on the Transport Hub and resulting outputs, a range of outcomes were designated from it and captured within a Transport Options Appraisal, or WelTAG. Examples of short-term outcomes would be the acquisition and demolition of key disused properties which would form the site of the development and an increase in business and investor confidence in Porth; both of which have materialised. In the medium-term, once the development is constructed, Porth will have access to integrated bus and rail transport; the latter of which is undergoing complete modernisation through electrification and increased capacity. In the long-term, the Transport Hub's position as the catalyst for holistic regeneration in Porth will see its objective come to fruition. An integrated, low-carbon and sustainable Transport Hub will allow Porth to capitalise upon the benefits of increased and electrified rail and encourage the public to utilise an outstanding public transport service, reducing congestion, emissions and furthering progress towards national Net-zero targets.

#### 4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

**4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)**

The Porth Transport Hub is featured as the anchor project within the Porth Town Centre Strategy. Published in 2018, the Porth Town Centre Strategy outlines a series of investments and projects centred on levelling up infrastructure, improving connectivity, redeveloping disused properties and development sites, improving the town gateway and creating opportunities in the town for its people and business community. The Transport Hub is impactful upon all of these aspects, whether directly or indirectly, and will serve as the key foundation for the holistic regeneration of Porth and the local region.

As the largest investment project within the Porth Town Centre Strategy, the Transport Hub will serve as a catalyst for wider holistic regeneration to take place across the area. Currently, the Transport Hub is at a stage where the site for the development has been cleared and prepared for construction to take place. At this mid-stage of the project life cycle, three large disused or underutilised properties have been demolished, creating parcels of land which constitute the development site. This has already cleared a significant section of the town which will be redeveloped around the Transport Hub, creating a revitalised Station Quarter.

This revitalised Station Quarter will centralise public transport in Porth, creating a conduit for passengers from which they can travel seamlessly between bus and rail. The facility will also incorporate improved cycle storage, bus layover spaces and is complimented well by the local Park and Ride facilities, which are connected to South-bound platform at the adjacent rail station and is currently undergoing expansion and capacity for electric vehicles. The modern Transport Hub will also be complimented by significant public realm enhancements in Porth, creating an excellent sense of arrival for visitors to the town and enhancing the Town's investment appeal. These improvements will make the town a key target for investors seeking to develop businesses in the area and has already made an impact in returning confidence and optimism to local businesses.

In respect of local objectives for investment, improving infrastructure and levelling up, the creation of strong, resilient and vibrant town centres is a core component of the Council's Corporate Plan, 'The Way Ahead' (2016). The Porth Transport Hub is a key contributor to furthering this objective by levelling up Porth's transport infrastructure and providing a sound basis for holistic regeneration in the Town and region.

The Transport Hub is also a critical element of the South-East Wales Valleys Local Transport Plan (2015). This Plan, produced by five local authorities in the Cardiff Capital Region, contains 13 key objectives, such as improvements in connectivity and accessibility; environmental impact; land use; regeneration and quality and efficiency. The Porth Transport Hub is a significant contributor to all these objectives. When considering the patronage levels of Porth Railway Station (33<sup>rd</sup> busiest of 222) and the fact that it services a sizeable geographical area that is highly dependent on bus and train services for travel, the development will make a significant impact in furthering this agenda.

**4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)**

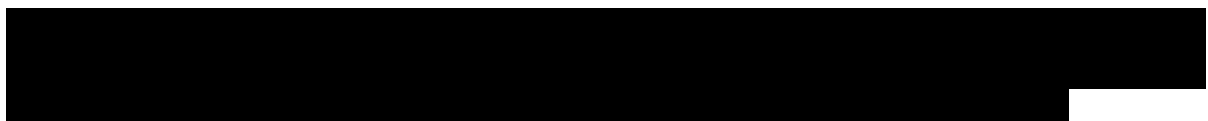
This bid aligns to and supports a raft of UK Government policy objectives and legal and statutory commitments; particularly those concerning levelling up public transport infrastructure, air quality improvement and Net Zero targets.

In line with the UK Government's goal of levelling up UK transport infrastructure to provide sustainable and attractive public transport, the Porth Transport will integrate modernised rail and bus services to provide an exceptional experience for passengers in the region. Modernised and integrated facilities will provide a significant boost to public transport patronage, which will reduce public dependence on carbon-intensive private vehicle travel, improve air quality and contribute to the UK Government's target of becoming a Net-Zero nation by 2050. A modal shift towards sustainable and clean public transport is essential to reduce emissions of nitrogen oxide by 73% in 2030.

Given the current state of public transport in Porth and the local region, travellers in the area are heavily dependent on fossil-fuelled private cars. Compared to the rest of the UK, Wales has the highest proportion of people travelling to work by car. 80% of commuters in Wales travel by private vehicle, whilst the demand for good quality bus and rail services is expected to increase (Welsh Government, *Llwybr Newydd: The Wales Transport Strategy 2021*).

For the UK to carry out a successful transition becoming a clean air, Net-zero nation, developments like the Porth Transport Hub are instrumental in instigating a shift away from unsustainable methods of transport to clean, sustainable and modernised public transport.

**4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)**



In order to create 'A system for future generations', Welsh Government has made funding available to local authorities across Wales in order to develop modernised infrastructure to level up public transport facilities across the country in order to significantly improve the overall standard of public transport and encourage greater use of sustainable modes of transport. This fund is also furthering the Welsh Government's ambition, like that of UK Government, to become Net-Zero by 2050; aligning well with the objectives of the Levelling Up Fund.

The Levelling Up Fund also aligns perfectly with the ambitions of the Cardiff Capital Region Deal, which invests in a series of key infrastructure projects to unlock the economic potential of Wales' most populous region.

The three funding streams of the Levelling Up Fund, Local Transport Fund and the Cardiff Capital Region Deal compliment the ambitions and objectives of one another exceptionally well and can be realised within the development of the Porth Transport Hub.

**4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)**

The Porth Transport Hub development will include 6 cycle lockers in a double-stack cupboard storage arrangement, as well as 4 'Sheffield' type pavement hoop, delivering ample storage space for cyclists and encouraging active cycle travel. There is a lift within the facility to a footbridge which connects both rail platforms which is 2.1M deep, accommodating bicycles. This is an increased offer compared to the existing facilities.

As per all current Welsh Government Transport Policy and Strategy, the development was designed to incorporate measures such as cycle spaces and optimal pedestrian accessibility in order to encourage active travel, cut emissions and contribute to the achievement of Net-Zero targets.

The development is situated at the heart of the Town Centre and is easily accessible on foot. The facility is designed to connect to the existing rail platforms and footbridge, encouraging travellers to walk to the Transport Hub. An indoor seated waiting area, WC and changing facilities are also a part of the development, providing a comfortable space to passengers walking to the station and awaiting transit.

New access and egress roads are being developed which will only be accessible to buses and other vehicles relevant to the operation of the Transport Hub.

## **PART 5 VALUE FOR MONEY**

### **5.1 Appropriateness of data sources and evidence**

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

**5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)**

As established in 2018 via the Porth Town Centre Strategy, Porth – like High Streets across the UK – had suffered a prolonged decline characterised by increased business failure, rising vacancies, falling footfall and a loss of business and investor confidence. Underpinning this decline is not only a national decline of the UK high street, but poor connectivity, insufficient transport infrastructure and a genuine need for intervention and regeneration.

As with the rest of the country, Porth’s decline has been considerably accelerated in the previous year, on account of the COVID-19 pandemic. In April 2020, footfall saw a significant drop in footfall, from a weekly average of 11,183 in January to 5,607. Fluctuations continued throughout 2020 into 2021, with March averaging 8,683 visitors per week.

Sub-standard transport infrastructure and economic decline in Porth has impacted the wider region, notably the Rhondda Fach, which has no train links and is heavily dependent upon Porth for access to broader opportunities. This decline has continued in the face of increased rail patronage in the region. Porth saw a 4.9% increase in passengers between 2018-19.

Although restrictions on movement are beginning to lift and travellers are beginning to resume regular use of public transport, the problems of poor connectivity and sub-standard infrastructure continue in the current absence of the Transport Hub. Porth Station is currently served by two trains an hour; although this is set to double to four by 2022.

**5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)**

The quality assurance of data analysis and evidence included in this bid is robust, up to date where required and unbiased and is sufficient to demonstrate the scale and significance of local problems and issues.

- **2018 Porth Town Centre Strategy Consultation Data** – This consultation was carried out internally by the Local Authority’s Consultation Team. It was carried out over a 6-week period between 29<sup>th</sup> October-10<sup>th</sup> December 2018 and gave the public opportunities to engage with the consultation face-to-face or digitally. All data collected was verified by Council’s Consultation Team.
- **Transport Related Data** – Any transport related data included in this report such as statistics on Porth Station’s patronage, the Town’s connectivity issues and the need for investment and improvement to meet the challenge of increasing demand and Net-zero targets are drawn from reliable documentation. Documents such as the Porth Town Centre Strategy, *Llwybyr Newydd* and the South-East Wales Valleys Local Transport Plan



were developed using robust methodology to gather accurate and unbiased data to enable well-informed decision making.

- **WeITAG Options Appraisal** – The decision to develop the Porth Transport Hub was fully informed by a multi-disciplinary review conducted via the WeITAG Options Appraisal Framework. This review, supported by analysis of a range of key metrics informed by data provided by the Office of Road and Rail and National Census data, amongst other sources, will assess the development's impact in a number of veins. The WeITAG Options Appraisal is conducted independently of the Council by the Authority's lead consultant on the Porth Transport Hub, Capita Redstart. Capita are exceptionally experienced in this remit and their independence ensures an unbiased and robust assessment using high-quality data and surveys.
- **RIBA Framework** – The design, physicality and construction specifics of the Porth Transport Hub are developed via the RIBA Workplan Stages. The Council's lead consultant, Capita Redstart, have designed the facility according to the guidance and framework outlined by RIBA. A range of key metrics are used to inform the work conducted via the framework, such as energy efficiency, running costs, and topographical survey data. A report is produced at each stage by Capita Redstart; whose independence and experience ensures an unbiased proposal of excellent quality.

**5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)**

Whilst fundamentally a Transport project, the Porth Transport Hub is the anchor project for the holistic regeneration be brought about by the Porth Town Centre Strategy. To ensure that the data and evidence chosen to support this bid is appropriate to the area of influence and interventions, a range of data and evidence has been included in respect of improvements to transport connectivity and infrastructure as well as the regeneration of Porth Town Centre.

In terms of transport data and evidence, statistics and supporting evidence on station patronage and the impact of sub-standard infrastructure have been included to demonstrate that the Transport Hub is critical levelling up Porth and the local region in terms of connectivity and mobility. The benefits and impact of the Transport Hub have been well evidenced for the Welsh Government's Local Transport Fund and the Cardiff Capital Region Deal, who have both endorsed the project with substantial funding commitments.

A Transport Options Appraisal (WeITAG) is also submitted alongside this bid. A range of metrics have been used to inform the decision to develop the Porth Transport Hub from a range of relevant sources, such as footfall figures, road and rail patronage, air quality data and anticipated growth of public transport demand in the region. A range of other resources, such as design documents, the Porth consultation report and overarching Porth Town Strategy also accompany this bid to highlight the Transport Hub's situation as the keystone project for regenerating Porth and levelling up infrastructure in the region.

## 5.2 Effectiveness of proposal in addressing problems

### 5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

The Porth Transport Hub will address a range of existing problems such as poor connectivity, sub-standard infrastructure and the need for holistic regeneration as well as anticipated future problems, like expected increases in the use of public transport, more sustainable transport modes and the challenges of meeting Government Net-zero targets.

As outlined in the 2018 Porth Town Centre Strategy, there are a range of existing problems to be addressed, such as improving connectivity and levelling up transport infrastructure. Being the anchor project within the Strategy, the Porth Transport Hub was determined as the most suitable option to address these challenges as well as an opportunity to regenerate a significant section of Porth to provide a basis for regeneration.

Within the WeTAG Options Appraisal, the case for the Porth Transport Hub is built upon six key issues: connectivity; regeneration; economic development; the modal shift to public transport; levelling up infrastructure and environmental improvements. Following assessment by a multi-disciplinary panel, as opposed to other smaller changes or a 'do nothing option', the Porth Transport Hub was identified as being the preferred option in meeting these challenges.

In terms of land footprint, the Transport Hub will see approximately 3,359 SQM redeveloped and regenerated into the new Porth Station Quarter. This area will host the main Transport Hub structure and will be complimented by a range of public realm enhancements. Three disused or dilapidated structures have been already been demolished to comprise the full development site. The development will also enable integration between rail and bus as it will be constructed adjacent to the existing rail platform and will include ample cycle storage space. Improved facilities will encourage a greater shift to the use of sustainable public transport which will, in turn, contribute to meeting Government Net-zero targets and improving local air quality.

A 'do nothing' option in Porth would surely exacerbate these issues and magnify the impact of anticipated future problems; many of which have been identified through the work of the South Wales Metro. The South Wales Metro is a major railway investment scheme which is included as a key priority in the Cardiff Capital Region (CCR) City Deal. The scope of the South Wales Metro scheme is to deliver a modernised and integrated rail and bus network in south-east Wales.

The Metro has identified that a growing capital region population (increase of 1.6 million over 15 years) will place a more significant burden on already overburdened

transport infrastructure. Sub-standard transport infrastructure, combined with increasing demand, has led to the creation of a significant chokehold on economic progress, which would only be tightened without intervention. In some Valleys communities, GVA per capita is less than 60% of the UK average. As a part of the Metro network, the Porth Transport Hub will enable the region to properly capitalize upon the improvements brought by the Metro, such as reduced journey times, increased capacity, a doubling of trains on the Valleys line and electrification, allowing for efficient and sustainable transport.

**5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)**

The development of the Porth Transport Hub and relevant assumptions have been informed by a series of robust and comprehensive analyses conducted by a significant contingent of multi-disciplinary professionals. These multi-disciplinary analyses have informed detailed assessments of the potential for the Transport Hub and its impact, such as the Porth Town Centre Strategy and resulting Transport Options Assessment. Both studies identified the Transport Hub as being the best overall option for Porth for several reasons, such as regenerative potential, a levelling up of the regional transport network and meeting the challenges of connectivity and Net-zero targets.

The potential of the Transport Hub and accuracy of forecast assumptions are also well-supported by Welsh Government Transport Policy, the objectives of the Cardiff City Region Deal and South Wales Metro; all of which were produced using robust methodology and informed through quality analysis of a broad range of data.

The Porth Town Centre Strategy was created following a multi-disciplinary analysis of Porth and the elements required to level up the Town and locality. Professionals from the Prosperity & Development, Highways, Legal, Estates, Finance, Transport and Planning services of the Local Authority worked closely to assess the challenges which have led to Porth's decline and the opportunities for regeneration. The Porth Transport Hub was the key product of this assessment.

In terms of methodology, the idea of a Transport Hub in Porth was formed upon the assessment of Porth's strategic location within its topography as a meeting point between the Rhondda Fach and Rhondda Fawr valleys, from which it earns its local moniker as the "Gateway to the Rhondda". Reliable statistics on Porth's importance as a Transport Hub within the region drawn from within the Local Authority and other organisations such as Welsh Government, Transport for Wales and the South Wales Metro. These statistics evidenced that whilst Porth and its infrastructure was strategically important, it was already deficient in meeting current demand and would need significant investment to meet future demand. Furthermore, in its current state, it would not be able to properly capitalise upon the forecast benefits of investment from the Cardiff City Region Deal and South Wales Metro.

The application of such research and statistics highlighted that the Porth Transport Hub could not only be a vehicle for the levelling up of transport infrastructure, but

also for the holistic regeneration of Porth and the wider region. Porth's strategic location and transport infrastructure are its two greatest assets and, with proper investment, can deliver significant economic benefits for the region and relieve the cap upon potential currently imposed by sub-standard infrastructure and divestment. As is evident from the investment in Transport Hubs across South-East Wales, the analysis conducted by Rhondda Cynon Taf Council on the potential of the Porth Transport Hub and optimism for its impact is shared throughout the region.

### 5.3 Economic costs of proposal

**5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or considered. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)**

[Redacted content]

### 5.4 Analysis of monetised costs and benefits

**5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)**

The Porth Transport Hub will bring an array of economic benefits to Porth and the wider region in the form of regeneration, supporting growth and employment and levelling up transport infrastructure.

The monetised benefits that have been calculated are as follows:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- Journey quality - Rail users – this benefit has been calculated using DfT published values for improvement benefits to public transport, in this case attributes of the improvements specific to rail users, for instance clean ticket halls and waiting facilities with sheltered protection for bad weather.
- Journey quality - Bus users – this benefit has been calculated as above, however based on attributes specific to bus users, for instance good signing to bus bays by destination, cleanliness and seats for waiting.
- The assumptions for the journey quality for rail and bus users is based on achieving 25% in the first year after construction, 50% by the second year and 90% from the third year onwards, recognising the planned routes may not all be operating by these years and that behaviour changes of users may take some time to be established.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**5.4b Please complete Tab A and B on the appended excel spreadsheet to demonstrate your:**

**Tab A - Discounted total costs by funding source (£m) - Complete**

**Tab B – Discounted benefits by category (£m) – Request Assistance from Finance – Complete**

### 5.5 Value for money of proposal

**5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated i.e. a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with. For non-transport bids it should be consistent with [MHCLG’s appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)**

The value for money aspect of the bid is demonstrated by calculating a Benefit Cost Ratio (BCR).

This has been done in line with the guidance and is as follows:

Element	Value
Total discounted benefits as detailed in 5.4a	[Redacted]
Total discounted costs as detailed in 5.3a	[Redacted]
<b>Benefit Cost Ratio (discounted benefits ÷ discounted costs)</b>	[Redacted]

**5.5b Please describe what other non-monetised impacts the bid will have and provide a summary of how these have been assessed. (Limit 250 words)**

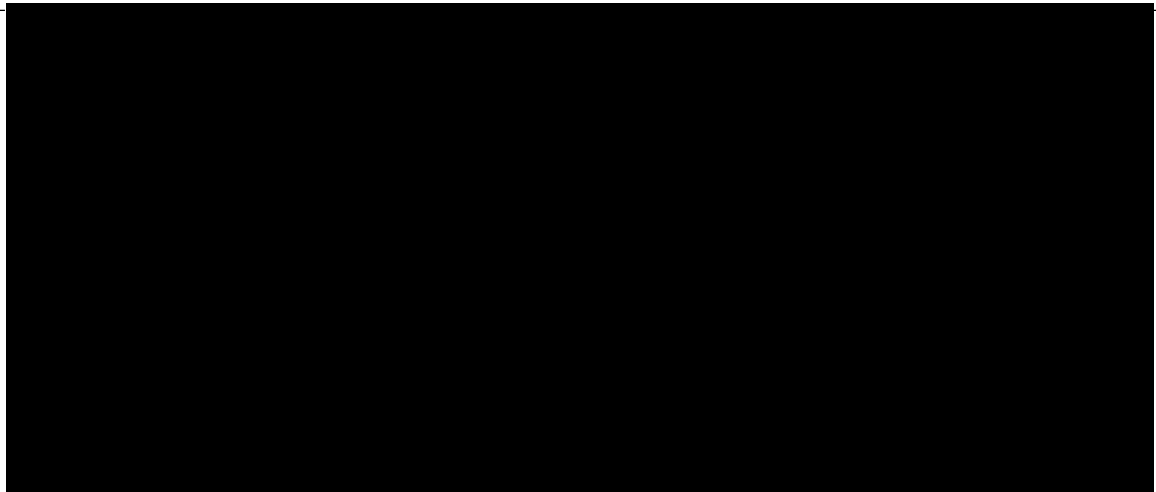
The Porth Transport Hub will deliver non-monetised impacts mainly in the form of a physical regeneration of a significant portion of Porth in the form of a new town Station Quarter, along with a raft of public realm enhancements. With the development of the metro and Porth as a Transport Hub, there is an excellent opportunity to transform the area into an attractive, modern and well-designed arrival point for residents and visitors to the town with enhanced public realm and improved signage and infrastructure.

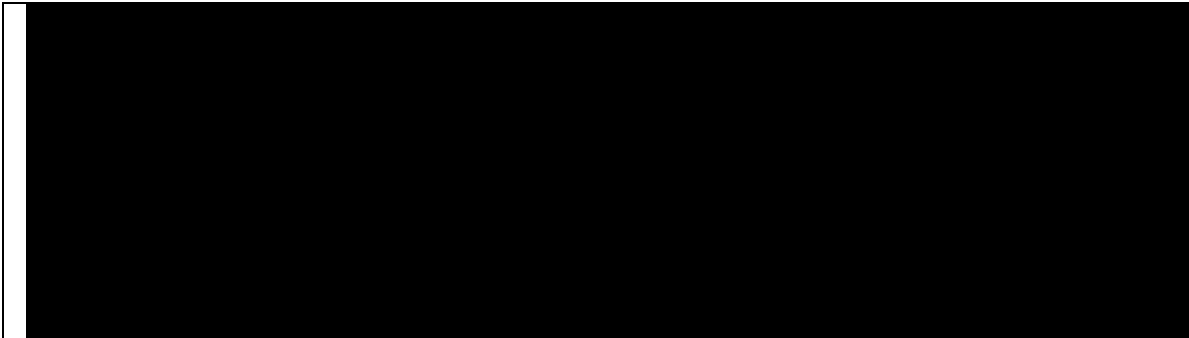
Developing the area around the Train Station and Transport Hub into a Station Quarter will provide a fitting gateway into Porth, creating a fully integrated, accessible and welcoming town centre with a focus on the redevelopment of key buildings that offer diverse uses.

The Transport Hub will also cultivate a wealth of health and wellbeing improvements for Porth and the region. Through encouraging active travel and public transport usage, the Transport Hub will be encouraging active lifestyles, reducing emissions and reliance on private vehicles and improving air quality for a better environment.

These benefits have been assessed through the Porth Town Centre Strategy which has identified the need for holistic regeneration for Porth. Furthermore, assessments of the potential non-monetised impact stemming from the Transport Hub have been identified and incorporated into the Transport Options Assessment. The development's current investors – Welsh Government Local Transport Fund and Cardiff City Region Deal – also recognize the non-monetised impacts of the Transport Hub.

**5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)**





5.5d For transport bids, we would expect the Appraisal Summary Table, to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid. – **Accompanies this bid in a separate document.**

## PART 6 DELIVERABILITY

### 6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from





**6.1b Please also complete Tabs C and D in the appended excel spreadsheet, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.**

Please refer to completed Tabs C and D in accompanying Excel document.

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

Yes

No

See attached confirmation letter and email accompanying this bid.

**6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)**

[Redacted]

**6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)**

[Redacted]

**6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)**

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)**

[Redacted]

[Redacted]

[Redacted]

[Redacted]

## 6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

**6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.**

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance to discharge their legal duties. (Limit 500 words)

The Council will follow its own Contract Procedure Rules when conducting all procurements, and in compliance with the UK Public Contract Regulations 2015. Established Framework Agreements or Dynamic Purchasing Systems will be used to appoint external consultants and Contractors, ensuring the principles of transparency, equal treatment, non-discrimination, and proportionality are applied. Tenders will be awarded based on the most economically advantageous tender, to ensure value for money is achieved.

## 6.3 Management

See technical note Section 4 and Table 1 for further guidance

**Delivery Plan: Places are asked to submit a delivery plan which demonstrates:**

- **Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.**
- **An understanding of the roles and responsibilities, skills, capability, or capacity needed.**
- **Arrangements for managing any delivery partners and the plan for benefits realisation.**
- **Engagement of developers/ occupiers (where needed)**
- **The strategy for managing stakeholders and considering their interests and influences.**
- **Confirmation of any powers or consents needed, and statutory approvals e.g. Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence**
- **Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.**

**6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)**

A recently refreshed project initiation document (PID) has been developed which outlines the necessary information required for effective project management and delivery. It covers an array of information such as roles and responsibilities, stakeholder engagement and confirmation of necessary powers and consent.

- **Milestones/Key Dependencies:** Key project milestones and dependencies are outlined in the project initiation document; with estimated dates for reaching these milestones. **An up-to-date programme accompanies this bid.**
- **An understanding of the roles and responsibilities, skills, capability, or capacity needed:** A full outline of the relevant roles and responsibilities is included in the PID, covering the Project Sponsor, Project Manager and Technical Project Manager.
- **Arrangements for managing any delivery partners and the plan for benefits realisation:** The arrangements for managing our key delivery partner in the project, Capita Redstart, are outlined in the attributed description under roles and responsibilities. There is also a reporting strategy within the PID outlining how each element of the team will report to the relevant person(s).
- **Engagement of developers/ occupiers:** A section on stakeholders and a table outlining the flow of engagement is included within the PID. The notes and table highlight key stakeholders in the project and the flow of communications with these stakeholders, such as Transport for Wales and Cardiff City Regional Deal.
- **The strategy for managing stakeholders and considering their interests and influences: A Stakeholder Engagement Strategy is submitted alongside this bid,** which identifies key stakeholders, their interests, influences and how the Project Team will manage these stakeholders and their expectations.
- **Confirmation of any powers or consents needed, and statutory approvals:** A summary of the relevant powers, consents and statutory approvals required is included in the PID.
- **Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them:** Relevant powers and consents are listed in the attached PID.

<b>6.3b Has a delivery plan been appended to your bid? – See accompanying PID.</b>	<input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No
<b>6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22? – See accompanying programme.</b>	<input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No

**6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):**

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding on roles / responsibilities for risk

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**6.3f Has a risk register been appended to your bid?**

Yes

No

**6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)**

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.**

**For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)**

Please refer to the declaration from the Chief Finance Officer in section 7.2

## **6.4 Monitoring and Evaluation**

*See technical note Section 4 and Table 1 for further guidance.*

**6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):**

- **Bid level M&E objectives and research questions**
- **Outline of bid level M&E approach**
- **Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the appended excel spreadsheet**
- **Resourcing and governance arrangements for bid level M&E**

Monitoring and Evaluation in respect of the Porth Transport Hub will be carried out in multiple mediums, covering the regenerative impact of the development upon Porth and the surrounding region; as well as the scale of Levelling Up incurred upon regional transport infrastructure and the overall success and impact of the design and construction. The objectives of carrying out a comprehensive monitoring and evaluation programme for the Transport Hub are to properly assess the development's impact in all areas – particularly in terms of regeneration and transport improvements – as well as learn lessons in order to identify opportunities for improvement in similar projects.

The Council's approach to a monitoring and evaluation programme for Porth is a hybrid; in that separate processes and frameworks are in effect to provide a thorough assessment of individual components of the development's impact. All areas of the development will be assessed upon relevant metrics, informed by the Theory of Change and held against the key objective outlined in the Theory; 'To transform Porth Town Centre into a prosperous and attractive town, which offers a wide range of opportunities for visitors, residents and businesses; anchored by the Porth Transport Hub.

In respect of measuring the regenerative impact of the Porth Transport Hub upon Porth and the wider region, the Council has planned to appoint independent assessors to review the development's impact at the current mid-point in the project lifecycle; through to a post-project review. As indicated in the theory of change, a long-term outcome through the development is to position the Porth Transport Hub as the key pillar for sustained holistic regeneration in Porth and the wider region.

There are a range of key metrics in measuring the development's impact in this respect, such as occupancy rates, business start-ups and sustained operation, commercial and residential investment, regional GVA increases and other non-monetised benefits, such as improved health and social wellbeing. The Porth

Transport Hub has already begun to have an impact on these areas – particularly in respect of increased investment – making the appointment of independent assessors at the earliest opportunity critical.

Monitoring and Evaluation of the development's impact on levelling up the regional transport infrastructure connectivity and, to a lesser degree, its regenerative impact will be carried out through the latter stages of the WelTAG Transport Options Appraisal. Stages Four and Five – Implementation and Post-implementation – include a significant element dedicated to monitoring the development's impact via a range of metrics.

Given the Porth Transport Hub's position as a conduit for integrated transport in the region, these metrics will those such as patronage levels, passenger satisfaction, reductions in congestion and dependency on private vehicles in the region. In addition, and as outlined as a long-term outcome in the Theory of Change, the assessment will incorporate the impact of the forthcoming South Wales Metro improvements and their capacity to exacerbate the positives brought on by the Porth Transport Hub.

In addition, a range of environmental benefits are estimated to be incurred by the development, which will be measured through assessing air quality levels in the region and other interconnected impacts, such as private vehicle dependency. Rhondda Cynon Taf Council is working closely with Capita Redstart as its key delivery partner for the Porth Transport Hub and who is acting as the independent assessor of the development throughout the multiple WelTAG stages. The project has been assessed to WelTAG level 3; the report for which is currently in draft form. In respect of governance, the WelTAG Options Appraisal Framework produces a comprehensive report. This report is viewed and appraised by a multi-disciplinary panel from across the Council and external stakeholders; including representatives from Planning, Highways, Transport and Regeneration. This panel provides the approval mechanism to determine the report and further progression for the Transport Hub.

The monitoring and evaluation of the development's physicality and impact upon the services it was designed to accommodate and integrate will be carried out through the latter stages of the Royal Institute of British Architects (RIBA) work plan. Stages 5, 6 and 7 incorporate a range of monitoring and evaluation exercises and cover a range of metrics to determine the build-quality, the experience for occupants and the building's performance in a number of respects relevant to the building's designated use as a hub for integrated transport. Key metrics for evaluating the development are energy efficiency, running costs and user satisfaction.

The multiple stages of the RIBA design framework produce reports (appended to this bid) which outline overall progress on design and eventually, construction. In terms of governance, these stage reports (accompanying this bid) are presented to the Porth Transport Hub Project Board and key external stakeholders, such as Transport for Wales, for approval.



Each stakeholder is asked to provide their views on the development of the proposals and their approval. As with the WelTAG Options Appraisal Framework, Capita Redstart are acting in their capacity as the Lead Design Team for the Porth Transport Hub on behalf of Rhondda Cynon Taf Council and produce a report to mark the completion of each RIBA stage.

A monitoring and evaluation programme consisting of an independent assessor to evaluate the development's regenerative impact upon Porth and the surrounding region and assessments of via the RIBA and WelTAG frameworks will provide a comprehensive panorama of the development's success in multiple veins. The plan will also provide a clear indication of the development's fulfilment of the outputs, outcomes and impacts identified in the Theory of Change and clear evidence that the Porth Transport Hub has been successful in the mission of transforming Porth into a prosperous and attractive town. A full and comprehensive Monitoring and Evaluation Plan will be produced upon confirmation and approval of the WelTAG 3 Full Business Case (currently in draft form).



### **7.3 Data Protection**

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

**You can find more information about how the Department deals with your data [here](#).**

**Annex A - Project One Summary** (only required for a package bid)

Project 1	
A1. Project Name	
Porth Transport Hub	
A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
A3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
A4. OS Grid Reference	
A5. Postcode	
A6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	<input type="checkbox"/> Yes  <input type="checkbox"/> No
A8. Project theme Please select the project theme	<input type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>
A9. Value of capital grant being requested for this project (£):	
A10. Value of match funding and sources (£):	
A11. Value for Money	

<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However, there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word)</p>	
<p>A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>A13. Where available, please provide the BCR for this project</p>	
<p>A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p><b>A15. Deliverability</b>  Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p><b>A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</b>   As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>A17. Does this project include plans for some LUF expenditure in 2021-22?</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>A18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>A19. Please provide evidence</p>	

A20. Can you demonstrate ability to deliver on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A21. Please provide evidence	All preparatory works have been conducted or construction and as indicated by the programme provided by Capita Redstart, site work will begin in June 2021.
<b>Statutory Powers and Consents</b>	
A22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	



**Annex B - Project Two description and funding profile** (only required for package bid)

Project 2	
B1. Project Name	
B2. Strategic Linkage to bid:  Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
B3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
B4. OS Grid Reference	
B5. Postcode	
B6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
B8. Project theme Please select the project theme	<input type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>
B9. Value of capital grant being requested for this project (£):	
B10. Value of match funding and sources (£):	
B11. Value for Money	



<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However, there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>	
<p>B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>B13. Where available, please provide the BCR for this project</p>	
<p>B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p><b>B15. Deliverability</b>  Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p><b>B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</b></p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>B17. Does this project include plans for some LUF expenditure in 2021-22?</p>	
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	
<p>B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	
<p>B19. Please provide evidence</p>	

B20. Can you demonstrate ability to deliver on the ground in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	
<b>Statutory Powers and Consents</b>	
B22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

**Annex C – Project Three- description and funding profile** (only required for package bid)

Project 3	
C1. Project Name	
C2. Strategic Linkage to bid:  Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
C3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
C4. OS Grid Reference	
C5. Postcode	
C6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
C8. Project theme Please select the project theme	<input type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>
C9. Value of capital grant being requested for this project (£):	
C10. Value of match funding and sources (£):	
C11. Value for Money	

<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However, there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>	
<p>C12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>C13. Where available, please provide the BCR for this project</p>	
<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p><b>C15. Deliverability</b>  Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p><b>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</b></p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>C17. Does this project include plans for some LUF expenditure in 2021-22?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>C19. Please provide evidence</p>	
<p>C20. Can you demonstrate ability to deliver on the ground in 2021-22?</p>	

	<input type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	
<b>Statutory Powers and Consents</b>	
C22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

## ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
<b>4.1a Member of Parliament support</b>		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	
<b>Part 4.2 Stakeholder Engagement and Support</b>		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	N/A	
<b>Part 4.3 The Case for Investment</b>		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y	
<b>Part 6.1 Financial</b>		
Have you appended copies of confirmed match funding?	Y	
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.  Have you appended a letter to support this case?	N	
<b>Part 6.3 Management</b>		
Has a delivery plan been appended to your bid?	Y	
Has a letter relating to land acquisition been appended?	N	
Have you attached a copy of your Risk Register?	Y	
<b>Annex A-C - Project description Summary (only required for package bid)</b>		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.		

## Annex E Checklist for Northern Ireland Bidding Entities

Questions	Y/N	Comments
<b>Part 1 Gateway Criteria</b>		
You have attached two years of audited accounts		
You have provided evidence of the delivery team having experience of delivering two capital projects of similar size and in the last five years		
<b>Part 4.2 Stakeholder Engagement and Support</b>		
For transport bids, have you appended a letter of support from the relevant district council		
<b>Part 6.1 Financial</b>		
Have you appended copies of confirmed match funding		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.		
<b>Part 6.3 Management</b>		
Has a delivery plan been appended to your bid?		
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?		
<b>Annex A-C - Project description Summary (only required for package bid)</b>		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.		