

# Agenda

## Cabinet

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Dyddiad: Dydd Iau, 28 Ebrill 2022

Amser: 12.00 pm

Lleoliad: Ystafell Bwyllgora 1 - Canolfan Ddinesig

At: Cynghorwyr: J Mudd (Cadeirydd), J Hughes, Councillor R Jeavons, P Cockeram, D Harvey, D Mayer, Councillor R Truman and D Davies

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<b>Eitem</b>		<b>Wardiau Dan Sylw</b>
1	<u>Ymddiheuriadau dros Absenoldeb</u>	
2	<u>Datganiadau o ddiddordeb</u>	
3	<u>Cofnodion y Cyfarfod Diweddaf</u> ( <i>Tudalennau 3 - 8</i> )	
4	<u>Codi Arian Pont Gludo</u> ( <i>Tudalennau 9 - 16</i> )	All Wards
5	<u>Live Event</u> Microsoft Teams <a href="#">Join live event</a>	

Mae'r dudalen hon yn wag yn



# Minutes

## Cabinet

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Date: 6 April 2022

Time: 4.00 pm

Present: Councillors Councillor J Mudd (Chair), J Hughes, Councillor R Jeavons, P Cockeram, D Harvey, D Mayer, Councillor R Truman and D Davies

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### 1 Apologies for Absence

None received.

### 2 Declarations of Interest

None received.

### 3 Minutes of the Last Meeting

The Minutes from 9 March 2022 were received as a true record.

### 4 Pay and Reward Statement

The Leader presented the report to Cabinet colleagues.

The Council's Pay and Reward Policy for the workforce was an annual report that required adoption by Council. This policy set out the internal mechanisms for remunerating Council officers and provided any changes since the last adoption.

The policy was last approved in March 2021 and there were no proposed changes to it this year. However, there were some minor legislative updates as a result of the Local Government and Elections Bill which required removal of reference to the Head of Paid Service and the replacement of the term salary with remuneration. The legislative updates were included in this year's policy. The Leader also highlighted the annual gender pay gap that was published on the Council's website.

The Leader was also pleased to report that the mean pay gap decreased for a third year to 1.49% from last year's reported 1.92% whilst the median pay gap was currently 2% the Council's gender pay gap continued to compare favourably with other Councils across Wales and the UK average of 15.4% but efforts to eliminate the pay gap between men and women employed by the Council would continue to be maintained.

#### Decision:

Cabinet approved the Pay and Reward Policy in order to meet the statutory requirement for a pay policy statement to be approved and published by Council on an annual basis.

### 5 National Collaborative Welsh Adopting/Fostering Services

The Leader presented the report on the National Adoption Service (NAS), which had been operating effectively for the 22 Welsh authorities, hosted by Cardiff, and supported by a joint

committee. It was proposed that as the NAS Director and the central team had also been supporting the National Fostering Framework, now called Foster Wales, that a similar collaboration arrangement, although not a National Fostering service, was created. The reason that a legal agreement was required for a national approach within Fostering was because currently, unlike for adoption, there was no legislation that supported the Foster Wales collaboration.

Foster Wales already supported Foster Newport with foster carer recruitment and retention, and it was hoped that this collaboration would support a longer-term reduction in costs, and increased flexibility of service. For Foster Newport this would mean that recruitment and retention of carers and other linked activities would be supported nationally by the central team.

Foster Wales already supported Foster Newport through advertising and specialised recruitment campaigns that have further reach than previously achieved by Newport alone. The recruitment and retention of foster carers was vitally important to meet Foster Newport's sufficiency requirements to reduce the use of private foster care providers.

This activity was supported by Welsh Government to the end of March 2023, with a response awaited from Welsh Government in relation to options for funding beyond the grant aid timescale. It was acknowledged that resolving this would require the commitment of both Local and Welsh Government.

The preferred option for Newport was that we supported this collaboration and continued to benefit from the 'Foster Wales' support and continued to support collaborative working on a National basis.

#### Comments from Cabinet Members:

- Councillor Cockeram supported the concept outlined in the report, which seemed very sensible, it would also help to reduce the independent sector. Councillor Cockeram however raised two issues: the number of staff; 26, seemed excessive and secondly the Council needed to be mindful that funding was only provided until 2023. After that, there was no guarantee where the funding would come from.
- Councillor Hughes said that it was positive to see this evolving from the 2015 paper and agreed with Councillor Cockeram's comments. Councillor Hughes also welcomed the positive move with regard to marketing and recruiting which would be more competitive with private sector. Councillor Hughes therefore supported the report.

#### **Decision:**

Cabinet signed the Joint Committee Agreement.

## **6 Local Government and Elections (Wales) Act 2021 - Corporate Self Assessment**

The Leader introduced the report Local Government and Elections (Wales) Act 2021, Corporate Self-Assessment to colleagues, which in February last year, received Royal Assent and required local authorities to publish an annual self-assessment of its governance and performance arrangements.

The Report presented the proposed approach that the Council would undertake to complete its annual self-assessment.

The Local Government Act required Newport Council to undertake an annual self-assessment to ensure that it was exercising its functions effectively, using its resources

economically, efficiently and effectively; and that the Council's governance arrangements were effective for securing these areas.

The Council was also required to consult with the residents and businesses of Newport, Council staff and Trade Unions.

In the last year, the Council was looking at options to identify the best course of action in relation to these requirements, within the resources available.

Three options were considered by the Council including:

- undertaking a standalone self-assessment
- integrating the self-assessment with the Council's Annual Governance Statement
- integrating the self-assessment into the Council's annual Corporate Well-being report.

The report outlined the preferred approach which was to integrate the self-assessment into the Council's annual Corporate Well-being report.

The Council's annual Well-being report already provided an overview of the Council's performance in the previous financial year and included an oversight of the Council's arrangements for its governance, finances, and progress against the Council's Corporate Plan.

The Annual Report would be improved to accommodate the new requirements set out in the Act. Governance arrangements on the scrutiny of the report would remain in place but would also consider the feedback provided by the Council's Governance and Audit Committee.

The Self-assessment report would be published later this year and would be available in Welsh and English.

#### **Decision:**

Cabinet approved the proposed approach outlined in this report and for the first Self-assessment to be completed as part of the Council's Corporate Annual Report 2021/22.

## **7 Covid Update Report**

The Leader presented the report to Cabinet, which provided an update on the Council's response to the Covid-19 pandemic and the City's recovery, ensuring residents and businesses complied with the current restrictions and the progress being made with the Council's Strategic Recovery Aims and Corporate Plan.

Since the last report in March, Covid cases increased and remained prevalent across Newport's communities.

The latest ONS survey findings suggested a rise in case rates was driven by a sub type of the Omicron Variant.

The number of hospitalisations and beds occupied with Covid-19 related patients still remained low, however the impacts of restrictions over the past two years continued to impact health and social care settings.

As of the 28 March, Wales remained at Alert Level Zero with several legal restrictions still in place. Face coverings remained a legal requirement in health and care settings; and workplaces and premises open to the public continued to complete Coronavirus risk assessments.

Face coverings were no longer required by law in retail settings and on public transport.

The requirement to self-isolate following a positive Covid-19 test changed to guidance, and the £500 self-isolation payment to support people continued to be available until June 2022.

Welsh Government continued to monitor the current public health situation, and further assess the potential to remove all remaining legal measures at the next 21-day review by 14 April 2022.

For Newport Council the advice remained for elected members and officers to work remotely unless required by their role.

As part of the Council's New Normal project, staff were being prepare to undertake hybrid working, ensuring rooms and facilities across the Council's estate were suitable and safe places to work and undertake democratic roles.

The Leader may wish to ask Cabinet Members to highlighted areas of achievement, challenge, and progress.

- **Strategic Recovery Aim 1**- Extension of Free School Meals covering the forthcoming May half term and summer holiday period.
- **Strategic Recovery Aim 1** –Newport Council have been working across our communities providing drop-in sessions for basic digital skills and courses through adult community learning.
- **Strategic Recovery Aim 2** – Businesses in Newport will receive Welsh Government rate relief.
- **Strategic Recovery Aim 2** – Our Climate Change plan has been approved by Council and will be commencing delivery in 2022/23.
- **Strategic Recovery Aim 3** – Newport Council continue to follow the guidance for staff to work from home unless required by their role.
- **Strategic Recovery Aim 3** – Library and museum services are now being delivered as per the pre pandemic format with limited control measures in place.
- **Strategic Recovery Aim 4** – Newport Council continues to support the city's foodbanks and food projects.
- **Strategic Recovery Aim 4** – Participatory budget events have concluded with a total of 80 projects securing funding towards local projects.

#### Comments from Cabinet Members:

- Councillor Truman referred to the increase in cases and mentioned that Licensing Officers and Health and Safety Inspectors were still covering care settings and schools, undertaking Risk Assessments, which he commended. Councillor Truman reminded colleagues that residents of Newport still needed to be vigilant, using common sense, to reduce the risk of spreading the virus.
- Councillor Davies thanked school staff for keeping schools open during this omicron variant of the virus. It was exam period for pupils as well but staff were making sure that pupils were supported as a matter of priority. Councillor Davies also referred to the free school meals and thanked the Welsh Government for their much needed support, this provision would be extended to September 2022 for all children in Newport.

- Councillor Harvey echoed comments of colleagues and hoped that the Covid virus would soon be referred to in the past tense.
- Councillor Hughes referred to the food banks and community which were accessible for Newport residents and wanted to recognise the hard work being done by volunteers and workers, in these areas.

**Decision:**

Cabinet considered and noted the contents of the report and would receive updates from officers as part of their portfolio.

**8 Post EU Transition Update Report**

The Leader presented the report, highlighting that since the last meeting in March, there continued to be ongoing issues with the cost of living and more recently the war in Ukraine.

Following several announcements from the UK Government and Welsh Government on how we would support Ukrainian refugees to settle in Wales, Council services were working tirelessly to prepare and to support refugees in Newport.

Newport would shortly see its first arrivals and services would be supporting them to settle in the city.

The cost of living was continuing to impact households in Newport. There continued to be support provided by the Council to help families that were struggling with their food and energy bills.

Newport Council would be administering the Council Tax rebate relief for A to D band houses and rate relief for businesses also agreed in line with both the Welsh Government business rate relief scheme and our own rate relief scheme supporting local businesses.

We were also continuing to support food poverty groups and organisations providing funding and support to distribute food and debt advice.

The Report also recognised that there was still more the Council could and would do to support disadvantaged and vulnerable groups in Newport and the Council would be developing its work alongside third sector and other public services to address the concerns raised by residents.

**Decision:**

Cabinet considered and noted the contents of the report and would receive updates from officers as part of their portfolio.

**9 Work Programme**

This was the regular monthly report on the work programme.

Please move acceptance of the updated programme.

**Decision:**

Cabinet agreed the Work Programme.

The Leader concluded that this was the final Cabinet meeting of the administration and the Leader took the opportunity to thank Cabinet colleagues for their support throughout the challenging period.

The Leader also thanked all officers for their help as well as Democratic Services for their support with the remote meetings during the Pandemic.





# Report

## Cabinet

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### Part 1

Date: 28 April 2022

**Subject** Transporter Bridge Funding Uplift

**Purpose** To provide an update on project costs and seek a commitment to underwrite any identified shortfall to enable the project to proceed

**Author** Culture and Continuing Learning Manager.

**Ward** Pillgwenlly / Lliswerry

**Summary** Two main contractors engaged to repair the Transporter Bridge and build the new visitor centre followed each other into administration in July 2021. The two packages of work were subsequently retendered and reflecting worsening market conditions to the effects of the pandemic and EU exit, the tendering exercise returned prices higher than those previously received. The visitor centre costs showed an increase of around 18%, but the Bridge repair package price increased by 100% from £4,668,243 to £9,342,010. A value engineering exercise was carried out and savings made, nevertheless the project faces a considerable increase in cost.

The National Lottery Heritage Fund (NLHF) have been sympathetic to the project's plight and encouraged an application for an uplift in funding. The timetable for this application process was very compressed with a submission made in February. At the UK lottery board on March 29 an uplift of just under £2m was confirmed. As it stands the funding shortfall is just under £3 million. Additional funding is being sought from other partners but this has not been confirmed to date. If this project is to proceed, it is therefore necessary for the Council to underwrite this figure. There is an urgent need for a decision as contractors will not hold their prices indefinitely and any further re-tendering exercise is expected to see further increases in price.

**Proposal** 1. To agree to accept the additional funding award of £1.95m from NHLF and for the Council to underwrite the remaining figure of £2.922 million in line with the solution shown in the financial summary and the HoF commentary,

**Action by** Head of Regeneration and Economic Development

**Timetable** Immediate

This report was prepared after consultation with:

- Head of Regeneration and Economic Development
- Head of Finance
- Head of People, Policy and Transformation
- Head of Law and Standards
- Newport Norse

**Signed**

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## **Background**

The Council was awarded £8.75 million by the National Lottery Heritage Fund towards the repair, restoration and interpretation of the Transporter Bridge in December 2020. Confirmed matched funding included £1.38m from the Council's Capital Programme and £1.5 million from Welsh Government. The Council funding included an amount (£380k) for underwriting potential external grants and local fundraising. Accordingly, this represented the maximum risk exposure to the Council at that time.

The application to NLHF in 2020 was based on tendered packages of work for both the building of a new visitor centre and the agreed repair project for the Bridge. In July 2021 both appointed contractors entered administration and consequently the work packages had to be retendered. The retendering exercise yielded prices higher than those used to develop the bid. The visitor centre saw an increase of 18%, however the Bridge repair package saw an increase of 100% from £4,688,243 to £9,342,010.

The second round of tendering for the bridge repair has increased costs largely under preliminaries, main contractor overheads and profits, and lighting and electricals. These three items added £3.3 million, alongside other price increases. The Transporter Bridge itself is a Grade I listed structure and works to the bridge require a specialist contractor.

The total project cost had risen from £11,925,400 to £16,963,797. Discussions with National Lottery Heritage Fund signalled their receptiveness to a bid for an uplift in funding. Covid and its fallout was affected a number of their main grant funded projects. The new project cost was arrived at after a comprehensive value engineering review and savings of £684,763 found. The opportunity for making significant savings on the Bridge repair project were limited without compromising the longer-term maintenance aims, additionally a large part of the project's costs related to access and safe working at height and these could not be reduced. The headline figures include £239,400 volunteer time and 50,000 increased maintenance costs. NLHF applications include these as both cost and income and so have neutral effect and these two figures have been removed in the table below and therefore the project set out in the financial table are £11,636,000 and £16,647,000.

The inflationary context in which we now find ourselves and the issue with sourcing materials means that any delays in agreeing to proceed with this project brings further risk to price. The further deterioration in the condition of the Bridge also needs to be borne in mind. As a listed structure the Council has a duty to preserve the structure and irrespective of the opportunity to provide a visitor facility to maximise access and understanding of the historical importance of the bridge, the Council remain responsible for its maintenance and repair. Currently the cost of repair and maintenance for the Bridge stands at £15,000 p.a. in materials and a fulltime maintenance technician.

Over £12million of external funding has already been secured for the project and will be lost if the project as a whole does not proceed.

## **The Reason for the Proposal**

As stated, the project to repair and restore the Transporter Bridge offers an opportunity to carry out much needed work with the benefit of substantial external funding. The Bridge is the most significant structure on the Newport skyline and its image is widely used in the media. It also represents the industrial period in South Wales of which there are precious few surviving structures.

There is a degree of urgency in reaching a decision and proceeding with the project. The time period for the tendered prices upon which this report is based on has already expired but the contractors are willing to honour those at this time but with a significant risk that they may need to change again as materials prices change. The contractors need to be formally engaged to fix the price at the levels on which the uplift request was based. Formal commencement would mitigate the risk, otherwise there is a possibility of having to tender for a third time, and in the current economic context a further price rise is a real possibility. There will be no further opportunity for NLHF funding following the recently confirmed uplift.

The project will ensure the Transporter Bridge is the visitor attraction it deserves to be. Increasing its profile and the number of visitors is key to its long-term sustainability. It is imperative to drive up income and increase investment in on-going maintenance. The project will deliver a much-improved visitor experience and safeguard this iconic structure which is important to our residents and communities.

Standard NLHF grant conditions will apply. The funding agreement with National Lottery Heritage Fund will require a form of security to ensure compliance with grant conditions. This will take the form of a restriction against title. This will prevent the Council from selling or granting any other legal interest in the Transporter Bridge during the grant period without National Lottery Heritage Fund's express consent. This is a standard requirement for regeneration projects.

## Financial Summary (Capital and Revenue)

<b>Funder</b>	<b>Previously Approved Funding £</b>	<b>Committed/Secured Funding £</b>
Local Authority	1,380,000	1,380,000
PRISM		30,000
Welsh Government	1,500,000	1,500,000
Wolfson Grant		90,000
Local Fundraising (Friends of Newport TB)		20,000
National Lottery Heritage Funding	8,756,000	10,706,000
<b>Total Committed Funding</b>	<b>11,636,000*</b>	<b>13,726,000*</b>
<b>Total Project Cost</b>	<b>11,636,000*</b>	<b>16,647,397*</b>
<b>Funding Shortfall (underwritten by NCC)</b>		<b>2,921,397</b>

(\*These figures do not include an allowance for volunteers and increased maintenance costs of £289,400 that formed part of the NLHF funding application and appear as both a project cost and income and therefore have a net zero effect on the budget)

The new underwrite figure is the maximum exposure the Council faces should not a penny more be raised from any other source. The Project Team are continuing to seek additional grant funding opportunities and are continuing to work with the Friends of Newport Transporter Bridge on popular fundraising.

At this time, the Council's available capital headroom and limits, as approved by full Council, are insufficient to meet this cost of £2.9 and Cabinet could not approve this as it would breach the budget framework it is required to work within. Unallocated capital resources within the headroom currently stand at £1.896m. However, current commitments against the headroom includes the Council's match funding for the 'Northern Gateway' capital bid at £2m, which was a competitive bid into the UK Government Levelling Up initiative. The scheme was unsuccessful and therefore, is not required. Removing this would increase the available headroom to £3.896 and enable the Cabinet to approve this. If Cabinet are minded to approve this additional budget provision; then the above solution is also required as a pre-requisite.

As the above shows, the Cabinet would therefore have allocated virtually all of the 2022/23 authorised capital resources at this point of the financial year and in making a decision on this issue, need to be cognisant of that.

## Risk

<b>Risk Title / Description</b>	<b>Risk Impact score of Risk if it occurs* (H/M/L)</b>	<b>Risk Probability of risk occurring (H/M/L)</b>	<b>Risk Mitigation Action(s)</b> What is the Council doing or what has it done to avoid the risk or reduce its effect?	<b>Risk Owner</b> Officer(s) responsible for dealing with the risk?
Further Delay resulting in tender prices not being held, leading to a retendering exercise and a further increase in price	High	High	Early engagement of the contractors is the only course of action that will mitigate the risk.	Head of Regeneration and Economic Development/ Newport Norse.
Further inflationary pressure due to the current economic conditions and volatility in the construction materials marketplace	High	Medium	Forward buying of materials as soon as contracts are formally let will help manage price increase	Newport Norse
No further funding being secured requiring the full under written cost to be met by the Council.	Low	Medium	The project team continue to source additional funding. However this decision to underwrite the residual amount will ensure that the scheme progresses.	Head of Regeneration and Economic Development

\* Taking account of proposed mitigation measures

## Links to Council Policies and Priorities

The Transporter Bridge is the most iconic feature on Newport's skyline and investment in its repair and restoration will contribute to the City's regeneration and support businesses directly through and injection of £16 million into the post Brexit and post Covid economy. The visitor offer will encourage outdoor activity through active travel. A significant visitor segment currently visits the bridge as a stop on the Wales Coastal Path and the National Cycle Route network. Once reopened we expect this segment to grow.

The plans for the Transporter Bridge headline the Thriving City chapter of the Corporate Plan 2017-2022.

## Options Available and Considered

- a) Wait whilst further fundraising takes place and delay the project indefinitely.
- b) Accept the NHLF grant uplift and proceed with the project by agreeing to underwrite the project and vigorously pursue a fundraising effort including making further requests to Welsh Government.
- c) Abandon the project.

## **Preferred Option and Why**

b) Accept the NHLF uplift in grant and agree to underwrite the project to enable contractors to be engaged and for the project to start. This would be the most effective mitigation measure regarding the risk of project inflation. The ongoing deterioration of the bridge structure also means there is not a “do nothing” option and the benefit that £12 million pounds of external funding brings should not be discounted.

### **Comments of Chief Financial Officer**

The situation with unavoidable price increases is being felt across all organisations across the UK and beyond. The report highlights this point against the ‘Transporter Bridge restoration project’ and asks that the Council secures the current tendered price before any further potential increases.

The Council is working to an authorised limit on increases to its ‘capital commitments, funded from borrowing’ this year. It was set in line with the requirements of the current capital programme plus a small amount of headroom for new schemes. The Cabinet is required to make decisions and capital commitments within those limits in order to keep borrowing commitments within prudent limits. The background to this was explained in the February Council report on the Capital Strategy.

As noted in this report, the Cabinet, in agreeing to this decision to underwrite £2.9m to this scheme would need to take out the Northern Gateway scheme commitment currently against the headroom. This particular scheme cannot be taken forward at this time and therefore is entirely sensible to do if there is a higher priority to support the increased costs in relation to the Transporter Bridge.

As the report notes, this would utilise virtually of all of the authorised borrowing commitments before 2023/24 and Cabinet need to be cognisant of this. The Cabinet will be aware of a significant revenue budget underspend forecasted for the 2021/22 and therefore there will be an opportunity for the Cabinet in June/July to consider how that is utilised, which could include increasing ‘capital reserves’ to create some further headroom for the remainder of this financial year, for example.

### **Comments of Monitoring Officer**

There are no specific legal issues arising from the Report. Cabinet have previously accepted to the NHLF grant conditions and have agreed to the Council’s match-funding capital contributions. Because of the significant increase in the tender prices and the escalation in costs, there is the potential for an increased shortfall in funding of nearly £3m even allowing for the increased NHLF grant of £1.95m. Therefore, Cabinet is being asked to confirm the acceptance of the increased NHLF grant offer and to agree to underwrite any shortfall in funding up to a maximum of £2.922m, if further funding support cannot be secured. The tender prices will need to be accepted as soon as possible to secure the contract costs and, therefore, this decision is too urgent to await the next scheduled meeting of Cabinet in June.

### **Comments of Head of People, Policy and Transformation**

There are no HR implications for this proposal.

Whilst a full FEIA has not been completed, this proposal will help to secure the future of an iconic Newport landmark and the work will be undertaken in collaboration with the local community and other key interest groups in a way that supports the requirements of the Wellbeing of Future Generations Act.

### **Scrutiny Committees**

None

### **Fairness and Equality Impact Assessment:**

The urgency surrounding this decision means that a substantial and robust FEIA cannot be carried out within timescale available. The decision relates to capital expenditure to repair and restore one of the most significant artefacts of Newport’s historic built heritage. This project therefore does not have any specific impact on any group or community in Newport. The project may divert resources that

conceivably could be invested elsewhere and therefore the fairness of the decision called into question. However, the substantial opportunity arising from external funding of over 12 million pounds must be also considered. This investment will have consequential benefit to the community of Pillgwenlly, and this community has been consulted widely in terms of developing content and activities.

### **Wellbeing of Future Generation (Wales) Act**

Long term - The project provides a long-term secure future for the Bridge. The Bridge is recognised as the most iconic feature of the Newport's skyline and this project will ensure we pass it on to the next generation in a better condition than when pass to us. We have made great strides in developing the Bridge as a community asset and this project will provide the opportunity to further this work and ensure the Bridge brings maximum benefit to the immediate community of Pillgwenlly as well as making a substantial contribution to the local visitor economy. The protect also provides the opportunity to develop learning assets for local schools and groups and this too will be taken forward the legacy period

Integration – The activity plan has been designed to involve local people and encourage a range of well-being outcomes including health, mental health and personal well-being. The educational offer will encourage learning, particularly for children who require a more experiential learning offer to flourish. The Bridge Project capital phase will make a direct impact on the local economy while, over the longer term, the visitor economy will also benefit from a new significant visitor attraction. The new visitor centre has designed with energy efficiency as a key design output.

Involvement - The project team have also consulted the local community and their views have informed key aspects of the interpretation and the proposed activity plan.

Collaboration - The project to date the project has been collaborative in nature working with key specialists including Cadw, Welsh Government and paid expert consultants. The project team have also consulted the local community and their views have informed key aspects of the interpretation and the proposed activity plan.

Prevention - The business plan under pins a long-term maintenance plan designed to reduce the cyclical cost impact of maintenance and periodic capital investment. This new approach to maintenance will ensure the ongoing sustainability of this key local heritage asset for the benefit of the people of Newport.

### **Equality Act 2010**

The proposed decision does not have any direct or indirect impact on people or groups of people with protected characteristics defined by the Act. It might be argued investment in this project might mean that investment is denied, and this could have an indirect impact. However, it must be recognised that the financial liability that the bridge poses will not disappear if it is decided not to support the project. Equally, the inward investment that the project brings will benefit to everyone including those within the defined characteristic groupings.

### **Socio-economic Duty**

The Transporter Bridge will have a beneficial financial impact on one of the most economically challenged communities in Newport. The National Lottery Heritage fund sees the engagement of the local community and ensuring local economic benefit as a key output for their portfolio of supported projects. The Activity Plan and its programme of events and activities has been developed to ensure the local community is directly engaged and benefits from the project. Additionally, the project has consulted with the local community to build a sense of engagement and ownership. Representatives of the local community have been consulted to ensure the local voice is heard in the interpretation. A focus of working with school children will ensure a generation will develop with an innate sense of custodianship. The project team works cooperatively with the team in the Central Hub and is delivering projects cooperatively to increase engagement.

## **Welsh Language (Wales) Measure 2011**

The new visitor and graphic content is being designed with full bilingual provision. The exhibition designers will ensure the exhibition content is written in Welsh and English and in a way that makes the content fully meaningful to both English and Welsh Speakers and is not a simple word for word translation. Attracting paid visitor welcoming staff and volunteers will be a priority to for the project. The Activity plan will ensure that events and projects involve the local Welsh speaking community. The Learning and engagement team will also ensure the Bridge as a Welsh Learning resource is also fully exploited.

## **Crime and Disorder Act 1998**

## **Consultation**

## **Background Papers**

[Newport City Council - Agenda for Cabinet on Monday, 22nd February, 2021, 4.00 pm](#)

**Dated: 22 April 2022**

Mae'r dudalen hon yn wag yn