

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

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

Local Authority	Vale of Glamorgan Council
Scheme Name	M4, Junction 34 to Cardiff Airport Transport Network Scheme
Scheme Priority Rank Number	1
Existing or New Scheme	Existing
Grant (please select one)	Local Transport Fund
Date of Scheme	Start December 2018 Estimated Completion Unknown at this stage
Scheme Category	Integrated Transport / Highways / Rail / Active Travel Strategic Scheme
Funding required for 2019-20	£940,000
Total funding required to complete scheme from 2020-21 onwards	<p>£1,085,000 to get scheme shovel ready.</p> <p>Then approximate construction costs:</p> <p>Eastern Alignment Road - £81,000,000</p> <p>Western Alignment Road - £56,600,000</p> <p>Rail construction costs – unknown at this stage</p>
Project Manager Contact Name	Kyle Phillips

Contact Telephone	02920 673130
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Authorised by (e.g. Head of Finance or Transport Services)	Name: Emma Reed Job Title: Head of Neighbourhood Services and Transport Signature:

SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

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

OS GB grid reference: ST060767 51.481464 -3.3539870

On-going studies into the development proposals for a new road linking the M4 and A48 and a new park and ride at Junction 34 of the M4 including WeITAG 3 full business case and GRIP study's.

WeITAG Stage 3 and GRIP studies

Parkway Station 2019/20:

GRIP 2 and 3 study (£140k including 25% Network Rail uplift – 3rd party costs)

Parkway Station 2020/21:

GRIP 4 study (£685k including 25% Network Rail uplift – 3rd party costs)

All dependent on timely meetings with NR/TfW/WG

Highway Link (east and west routes) 2019/20/21:

This work will include a WeITag Stage Three appraisal for providing highway improvements from the A48 Sycamore Cross Junction to Junction 34, by providing a new road either to the east or west of Pendoylan.

The funding being requested will prepare the road scheme to preliminary design stage where it will be ready for planning / orders.

This will allow for further topographical, traffic & environmental surveys and ground investigation to support the production of preliminary design up to and including an Environmental Impact Assessment. A potential risk is the archaeological investigations and ground investigations will be required at this stage of the project given the risks in the local area. As an additional element, the work that Peter Brett Associates are currently undertaking on the wider economic case could be continued alongside the other Stage Three aspects.

The key elements included for stage 3 for the road option include:

- Surveys and investigations
- Preliminary design
- Environmental Assessment

- Transport Assessment and other technical studies
- land referencing
- consultation processes
- legal costs.

Continue with any recommendations from Peter Brett Study for wider economic benefits (to be defined following report recommendations).

The Appraisal will encompass the tasks referred to in Stage Three Full Business Case, WeITAG 2017, issued December 2017.

The study will take account of all existing commitments within the Vale of Glamorgan's emerging LDP and Adopted LTP.

Consultation, communication and stakeholder engagement will be carried out throughout the appraisal and at least two stakeholder workshops will be undertaken as part of the work. These will assist in gaining support for the delivery of the scheme.

The outputs from the work will be a WeITAG Stage Three report. The work will include an Impacts Assessment report containing the detailed information which supports the summary information in the main Appraisal document.

Estimate feasibility and design costs will be £800k in 2019/20 and £400k 2020/21 for Highway options.

Construction costs for the road options will be £56.6m (Western alignment) and £81m (Eastern Alignment).

The Rail construction costs are to be confirmed.

Details of work to date can be found on <https://www.valeofglamorgan.gov.uk/en/living/Roads/M4-Junction-34-to-A48-Transport-Improvements.aspx>

Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

PLEASE ONLY PROVIDE INFORMATION RELATED TO YOUR SCHEME

The Five Ways of Working	
<p>Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>The Cardiff Capital Region City Deal Growth & Competitive Commission Report & Recommendations states that ‘<i>Evidence suggests that Cardiff International Airport’s connectivity in particular is a constraint on growth and should be a priority for any economic development strategy for the region.</i>’</p> <p>It is projected that the 433.5 HA (gross)/312.9 HA (Net) of land that has been identified as employment sites within the Cardiff Airport and St Athan Enterprise Zone and at Hensol adjacent to the M4 at Junction 34, as part of the LDP, will be accessed more sustainably and fluidly by providing necessary highway improvements to access the M4 as well as providing local Active Travel access to the Airport.</p> <p>The employment sites identified, comprise strategically located flagship sites that will stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region as well as local employment sites that support indigenous business expansion and facilitate the establishment of new employment enterprises to the benefit of the local economy. Three major employment sites have been allocated which seek to capitalise on the St Athan – Cardiff Airport Enterprise Zone (including the Aerospace Business Park at St. Athan and Cardiff Airport itself) and the proximity of the M4 motorway. These</p>

	<p>sites are intended to cater specifically for the needs of the aerospace industry and high tech manufacturing, encouraging investment from the regional and sub-regional market place.</p>
<p>Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or occurring in the first place.</p>	<p>The problem is the sheer volume of motorised traffic on the two commuter corridors that access these sites (approx. 42,000 motorised vehicles between the corridors daily), the time taken to access the sites and the subsequent accidents accorded to the volume of traffic.</p> <p>There is currently no footway along large sections of the corridor from Cardiff Airport and St Athan Enterprise Zone from Weycock Cross and a separate Safe Routes in Communities scheme is being submitted to accommodate a pedestrian / cycle scheme along the Weycock Cross to Cardiff Airport Corridor. Highway improvements to the J34, M4 to Cardiff Airport corridor and a Parkway Station at Junction 34, will enhance the attractiveness of all of the sites identified on this corridor within the Council’s emerging LDP.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The Cardiff Capital Region City Deal Growth & Competitive Commission Report & Recommendations also states that <i>‘Reducing journey times and increasing the accessibility and availability of different choices of transport will help to increase economic mass, bringing the benefits of agglomeration in terms of productivity and also effectively delivering a larger market for both business and labour. Road improvements alone would not necessarily help those distant from the labour market in accessing job opportunities, as there is a clear correlation between long term unemployment and access to a car.’</i></p> <p>This scheme enhances the Metro bus corridor works completed and will enhance the works at Five Mile Lane that will be delivered to offer a safer and more appealing route to the A48 and ultimately the M4. This scheme, in tandem with the pedestrian / cycle scheme being promoted as part of a separate bid for Active Travel funding, offers localised sustainable transport options, enabling growth of all modes of transport to accommodate the wider strategic transport</p>

	<p>goals to access the employment and housing developments that will be delivered within the LDP period. Providing improved access to these sites will unlock land that will entice employers to invest in the area to realise WG's Strategic Opportunity Area (SOA) in the Vale of Glamorgan and relieve the pressure on the M4 corridor, particularly the A4232 and Culverhouse Cross, and offer shorter travel journeys to access these sites.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>The corridor from M4, J34 to Cardiff Airport / St Athan Enterprise Zone is part of a wider strategic goal for the Cardiff Capital City Regional Transport Authority and is therefore supported regionally. Direct access from the M4 to Cardiff Airport and St Athan Enterprise Zone is recognised as being essential to realise the opportunities of the Cardiff Capital Region City Deal objectives. Initial stakeholder and public consultation has been carried out for WeITAG Stage 2 and further works to complete the Stage 2 study are in progress.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your scheme.</p>	<p>This scheme has been identified as part of the Cardiff Capital Region City Deal aspirations to improve access to the Airport. WeITAG Stage 2 included stakeholder and public consultation.. A Review Group has been set up to consider the proposals at each WeITAG Stage and full consultation will be carried out as part of the process.</p>

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>In delivering the vision of the Cardiff Capital Region City Deal, it is accepted that excellent transport connectivity can act as a catalyst for new development and regeneration. These proposed improvements will help serve economic growth, when planned in tandem with the Cardiff Capital Region City Deal social and environmental programmes, by widening labour markets, unlocking the identified sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing costs for links from suppliers to producers to markets.</p> <p>It would be remiss of the Council, the wider region and Welsh Government (WG) not to carry out these necessary improvements to access these strategically important employment sites and associated development parcels and would restrict the ability to realise the potential of this Strategic Opportunity Area (SOA) as identified by WG.</p> <p>The current busy commuter route from Culverhouse Cross on the A4050 to Cardiff Airport and the Enterprise Zone is both a 40mph and 50mph road and caters for over 35,000 vehicle movements daily. The alternative route from the M4, J34 to Cardiff Airport and St Athan Enterprise Zone is served by a county lane and a number of villages and is unsuitable as a commuter corridor to access the sites, particularly for large volumes of traffic and HGVs.</p> <p>To reduce the impact to the local communities, to provide the transport connectivity required to serve the employment sites, and encourage modal shift to Active Travel modes for localised</p>

	<p>movements, the necessary infrastructure is required to make the routes attractive and safe. The road infrastructure from Sycamore Cross Junction on the A48 to J34 on the M4 is substandard and poor quality and needs improvements and enhancements to provide the benefits that the City Deal vision requires.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>There are opportunities to introduce and establish an enhanced and sustainable transport network by improving strategic connectivity southwards from M4 Junction 34 to the A48 and beyond to achieve the following key objectives:</p> <ul style="list-style-type: none"> • Enhance connectivity to Cardiff Airport and strategic employment sites in the region. • Increase transport options for strategic access and access to and from local communities. • Improve network resilience and road safety on the M4, A48 and A4232 corridors and other connecting roads. • Protect and enhance the historic, built and natural environment including the landscape and settlement character of the study area. <p>Minimise impacts on communities and support social inclusion and health and well-being.</p>

<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>This scheme is being promoted as a corridor identified in the National Transport Plan for improvements. The Vale of Glamorgan Council is currently promoting improvements to strategic access to the Enterprise Zone, the Airport and Barry (via Five Mile Lane / A4226) through Policy MG16 (16) of the LDP. This bid forms part of a wider suite of measures to enhance and promote the corridor from the airport to Barry and to connect to the wider City Region. This scheme helps provide the transport infrastructure required for proposals in the LDP, Policy MG 9 – Employment Allocations, Policy MG 10 – St Athan - Cardiff Airport Enterprise Zone and Policy MG 11 – Land to the South of Junction 34 M4 Hensol. Consultation was carried out via Community public exhibition sessions in November 2013.</p>
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Fit with Well-being Objectives

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

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

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

Prosperity for All	Well-being Objectives	Scheme contribution
Prosperous & Secure	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	These proposed improvements will serve economic growth, by widening labour markets, unlocking the identified sites for development, providing attractive

		<p>centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing costs for links from suppliers to producers to markets.</p> <p>Improving access to the Airport will enable excellent international connections, supporting inward investment and tourism.</p> <p>The corridor serves the WG identified SOA at Cardiff Airport and St Athan Enterprise Zone and is identified in the Council's LDP under policies MG9, MG10 and MG11. Policy Mg10 - ST Athan – Cardiff Airport Enterprise Zone 77 HA and 305HA identified for the development of 382 Hectares of strategic employment land (CLASS B1, B2 AND B8) forming part of the St Athan to Cardiff Airport Enterprise Zone.</p> <p>Policy MG11 - Land to the South of Junction 34 M4 Hensol – Land is allocated to the South of Junction 34 M4 (Hensol) (51.1HA Gross)</p> <p>For employment purposes (Class B1, B2 and B8) comprising 28.26HA (Net) for strategic employment and 6.64HA to meet local need.</p>
<p>Healthy & Active</p>	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>There is an Active Travel scheme element being promoted as a separate bid to encourage walking and cycling. This in itself will encourage healthier and more active journeys and will also offer a leisure facility for the large number of road runners who exercise on the current routes in the area.</p> <p>The highway improvements will offer more road capacity, and will also offer improved bus journey times, therefore</p>

		making bus travel more appealing, as well as a rail alternative at J34, potentially reducing the volume of road-based traffic along the M4 corridor.
Ambitious & Learning	<ul style="list-style-type: none"> Support young people to make the most of their potential Build ambition and encourage learning for life Equip everyone with the right skills for a changing world 	This scheme offers highway infrastructure benefits to some of the most deprived areas in Barry to access new jobs within the Enterprise Zone, and offers rural residents access to jobs and other facilities within the large town of Barry, the Airport and St Athan Enterprise Zone, and will consider options to improve access to jobs wider afield, regionally and globally.
United & Connected	<ul style="list-style-type: none"> Build resilient communities, culture and language Deliver modern and connected infrastructure Promote and protect Wales' place in the world 	This scheme will offer a wide range of connections locally, regionally, nationally and globally by providing a mix of road and sustainable transport connections to the employment sites and the national Airport as well as the large town of Barry and the rural communities.

Scheme Objectives

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

Grant name	Grant objectives	Scheme Objectives
Local Transport Fund	<ul style="list-style-type: none"> Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas 	These proposed improvements will help serve economic growth, when planned in tandem with the Cardiff Capital Region City Deal social and environmental programmes, by widening labour markets, unlocking the identified sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging

	<ul style="list-style-type: none"> • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services • Connect communities and enable access to key services • Develop active travel schemes identified in the Integrated Network Maps 	<p>high value growth clusters and agglomeration, and reducing costs for links from suppliers to producers to markets.</p> <p>The corridor serves the WG identified SOA at Cardiff Airport and St Athan Enterprise Zone and is identified in the Council's LDP under policies MG9, MG10 and MG11.</p> <p>Policy Mg10 - ST Athan – Cardiff Airport Enterprise Zone 77 HA and 305HA identified for the development of 382 Hectares of strategic employment land (CLASS B1, B2 AND B8) forming part of the St Athan to Cardiff Airport Enterprise Zone.</p> <p>Policy MG11 - Land to the South of Junction 34 M4 Hensol – Land is allocated to the South of Junction 34 M4 (Hensol) (51.1HA Gross) For employment purposes (Class B1, B2 and B8) comprising 28.26HA (Net) for strategic employment and 6.64HA to meet local need.</p> <p>The proposal is to consider highway and rail improvements that will offer more road and rail capacity, cycle options, and more bus services and improved bus journey times, therefore making bus travel more appealing. This scheme will offer a wide range of connections locally, regionally, nationally and globally by providing a mix of road and sustainable transport connections to the employment sites and the national Airport as well as the large town of Barry and the rural communities. The scheme will have particular benefits to the rural surrounding areas and could offer more bus services that would not otherwise be viable.</p> <p>The existing road route is a rural country lane that is single track in many places and extremely substandard for buses to travel on it. The improvements proposed would resolve this issue and encourage bus operators to provide commercial services where they are currently not financially viable.</p> <p>A new road will divert traffic from the rural villages and improve air quality for the residents. The opportunity for passenger and sustainable transport will</p>
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		<p>reduce the need for single occupancy car use and therefore reduce emissions.</p> <p>The improvements would offer direct, safe bus routes into the town centres, Enterprise Zone and Airport, connecting communities locally, regionally and nationally to enable improved access to employment, education and key services.</p>
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Improve air quality • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	n/a
Active Travel Fund	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	n/a
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	n/a

2. TRANSPORT CASE

Contribution to Well-being Goals

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



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

Value for Money

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

All consultant led work is tendered via a National Procurement framework on Sell2Wales which ensures quality standards are met and each bid is then assessed and awarded based on a stringent assessment criteria.

The in-house design and construction service benchmarks its actual performance with the other 21 authorities in Wales through a recognised data collection process for all schemes valued over £25,000. The actual completed scheme benchmarking data is collected by County Surveyors' Society (Wales) Engineering Services Benchmarking Club and collated by Local Government Data Unit Wales. Over a 10 year average The Vale of Glamorgan Council has consistently been in line with or exceeded the all Wales performance. The design service will continue to benchmark all schemes for the purpose of identifying improvements.

Impact Assessment

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

Social Impacts

Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.

With 312.9 Net Hectares of land identified for employment sites on this corridor, it is an essential part of the Cardiff Capital Region City Deal to enable its vision and aspirations to significantly uplift GVA to be realised. As such, this corridor will affect a wide range of people in Wales and further afield who work in, or visit the area, or use the airport. Once the employment sites are operational, Active Travel, making better use and new highway provision are necessary to

	<p>mitigate the impact that the extra trips will generate on the network.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>As part of the LDP process, the Council considered the consequences of the employment sites on the environment. A full response can be found at http://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LDP/Action-Points/HS5AP8-Response-corrected-220716.pdf. Whilst some issues have been identified, developers have offered acceptable solutions to mitigate against the impacts their developments and associated infrastructure will have on the environment.</p>
<p>Environmental Impacts Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The employment sites on this corridor are seen as being essential to ensure the success of the Cardiff Capital Region City Deal and its vision and aspirations to significantly uplift GVA and as such will affect a wide range of people in Wales and further afield who work in or visit the area. Whilst preparing for the adoption of its LDP, the Council employed Capita Symonds to carry out a study of specific junctions that are renowned as problem areas. The study can be found at http://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LDP-2013/45_LDP_Highway_Impact_Assessment_2013.pdf. This study states that most of the junctions are already over capacity or will be at the end of the Plan. Therefore, any proactive mitigation to reduce the need to travel by motorised vehicle will assist with the movement of people, as well as the</p>

	improvements that will be provided as part of the developments.
<p>Economic Impacts Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</p>	<p>Peter Brett was commissioned by WG to consider the wider economic benefits of providing new transport connections to the Airport, the St Athan Enterprise Zone and the wider communities, locally, regionally and nationally. This report has been used to inform the proposals.</p>

3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

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

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

A potential risk is the archaeological investigations, and ground investigations will be required at this stage of the project given the risks in the local area.

Public support for scheme – The Peter Brett wider economic benefits assessment work will be used to promote the intervention. Communication will be a key element to enable the public to make representations that will be used to inform the proposals. Routes identified will include potential land take to enable a road to be constructed. Legal advice will be sought and procedures implemented in accordingly.

Communicating with Network Rail/TfW with regards the Grip process will be a key consideration. Early engagement will be required.

4. FINANCIAL CASE

Financial expenditure profile

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

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys		470,000	500,000				900,000
Design		470,000	585,000				1,055,000
Land Purchase				TBC			
Accommodation Works				TBC			
Construction				£56.6m Or £81m			£56.6m/£81m
Project Management				TBC			
Monitoring and Evaluation				TBC			
Promotion				TBC			
GROSS TOTAL		940,000	1,085,000	£56.6m/£81m			£57,955,000/£82,955,000
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		940,000	1,085,000	£56.6m/£81m			£57,955,000/£82,955,000

Quarterly Expenditure Profile

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

	Forecast FY2019-20 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	117,500	117,500	117,500	117,500
Design	117,500	117,500	117,500	117,500
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
Promotion				
GROSS TOTAL	235,000	235,000	235,000	235,000
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL	235,000	235,000	235,000	235,000

5. COMMERCIAL CASE

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

Arcadis currently completing WeITAG Stage 2 plus study.

The Council will contract consultants to carry out the WeITag Stage Three appraisal for providing highway improvements from the A48 Sycamore Cross Junction to Junction 34 of the M4 and to take through the GRIP process for the Parkway Station. This contract will be let in accordance with the Council's Financial Regulations and Standing Orders as well as in accordance with procurement rules.

MONITORING AND EVALUATION

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

A monitoring and evaluation plan will be produced as part of the delivery stage of any identified future project.