WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2020-21 APPLICATION FORM

LOCAL TRANSPORT FUND, LOCAL TRANSPORT NETWORK FUND, RESILIENT ROADS FUND AND ULTRA LOW EMISSION VEHICLE TRANSFORMATION FUND

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 / ~~Local Transport Network Fund / Resilient Roads Fund / Ultra Low Emission Vehicle Transformation Fund~~
Date of Scheme	Start December 2018 Estimated Completion Unknown at this stage
Funding required for 2020-21	*£1,485,000*
Project Manager Contact Name	Kyle Phillips
Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Authorised by (e.g. Head of Finance or Transport Services)	Name: Emma Reed Job Title: Head of Neighbourhood Services and Transport Signature: E Reed

SCHEME DESCRIPTION

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

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

OS GB grid reference: ST060767 51.481464 -3.3539870

Parkway Station:

Netowrk Rail completion of GRIP 2 Technical Report
GRIP 3/4 study (including 25% Network Rail uplift – 3rd party costs)
All dependent on timely meetings with NR/TfW/WG
WelTAG Stage Three Full Business Case, including:

- Surveys and investigations
- Preliminary design
- Updated Traffic modelling
- Environmental Assessment
- Transport Assessment and other technical studies
- land referencing
- consultation processes
- legal costs
- preparation of planning application

Highway Link (east, west and on-line routes):

This work will include a WelTAG 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 or improving the existing road (WelTAG Stage 2 Plus dependent). A preferred option will be determined following the completion of the WelTAG Stage Two Plus report.

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. It will also include the preparation of the full business case.

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

- Surveys and investigations
- Preliminary design
- Updated Traffic modelling
- Environmental Assessment
- Transport Assessment and other technical studies
- land referencing
- consultation processes
- legal costs
- preparation of planning application

The Appraisal will encompass the tasks referred to in Stage Three Full Business Case, WelTAG 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, (including full public 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 WelTAG 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 2020/21** and **£400k 2021/22** for the preferred Highway option.

Construction costs for the road options are currently approximately £56.6m (Western alignment), £81m (Eastern Alignment) and on-line improvements (TBC – by current Stage Two Plus study being undertaken).

The Rail construction costs are to be confirmed.

Both GRIP and WelTAG costs will be confirmed and reported back to WG as part of the reporting process once tendered.

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

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The Case for Change	
Current and Future Situation and Issues What are the local and wider issues that this scheme will address in the short and long term?	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

Include baseline data where available. What will happen if no action is taken?	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. 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 country 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. 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 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. The recently completed A4226 (5 mile lane) improvements have provided an improved road from the A48 to Weycock Cross, Barry. The improvement has benefitted both road users and those travelling actively. The further improvements proposed as part of this scheme will create a much better road/active travel network from Junction 34 of the M4 to Weycock Cross, Barry.
Scheme objectives What are the objectives of the scheme? (there should be up to 5 or 6 and should be Specific, Measureable, Achievable, Realistic and Time-limited)	• Enhance connectivity from the M4 to A48 (and on to Cardiff Airport and the Enterprise Zone • Connect to the A4226 (5 mile lane) which has undergone significant improvements for road and active travel users. • Create a road that is fit for purpose, unlike the existing sub-standard road.

	• Increase sustainable transport options that improve accessibility along the corridor and support social inclusion, health and well-being; • Deliver sustainable transport improvements that encourage increased economic activity and support long term investment; • Introduce sustainable transport measures that protect and enhance the historic, built and natural environment. • Provide a parkway station at Junction 34 of the M4 that will provide a fast and reliable service into Cardiff. • Reduce the amount of single occupancy car journeys on the major roads into and out of Cardiff City Centre.
Scheme outputs What are the specific outputs that the scheme will deliver?	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: • 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. • Minimise impacts on communities and support social inclusion and health and well-being.

Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Well-being Assessment, Local Transport Plan and any other related policies and plans.	This scheme is being promoted as a corridor identified in the National Transport Plan for improvements. The Vale of Glamorgan Council has made 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. This scheme fits in with the WelTAG work that is being undertaken on other interchanges such as that proposed at the North West Cardiff corridor.
Community Engagement and Consultation Please summarise how you have engaged local communities and consulted on your proposals. How have you involved those with protected characteristics? How has this process informed the scheme design?	As part of the WelTAG process a public consultation event was held both for WelTAG Stage One and WelTAG Stage Two. In addition review groups for set up for both studies. The review group contained a number of stakeholders including community councillors, transport operators, transport professionals from both neighbouring authorities and internal. The Stage Two Plus work is being undertaken following on from the public consultation and on the recommendation of the review group.

Fit with Grant Objectives

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

Grant name	Grant objectives	Scheme Contribution
Local Transport Fund	• Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas • Reduce economic inactivity by delivering safe and affordable access to employment sites • 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	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. The corridor serves the WG identified SOA at Cardiff Airport and St Athan Enterprise Zone. 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. 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.

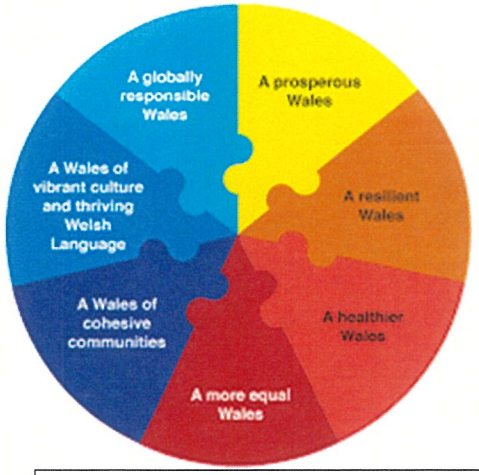
		A new road will divert traffic from the rural villages and improve air quality for the residents. The opportunity for passenger and sustainable transport will reduce the need for single occupancy car use and therefore reduce emissions. The improvements would offer direct, safe bus routes into the town centres, Enterprise Zone and Airport, connecting communities locally, regionally and nationally to enable improved access to employment, education and key services.
Local Transport Network Fund	• Improve public transport journey time reliability • Reduce public transport journey times • Connect communities and enable access to employment, education and key services	n/a
Resilient Roads Fund	• Address disruptions caused by severe weather to the highway network • Improve the performance of the highway network through better journey reliability and journey times to encourage people to switch to sustainable transport.	n/a
Ultra Low Emission Vehicle Transformation Fund	• Provision of charging infrastructure for taxi and private hire vehicles • Electric vehicle charging hubs – focused on urban areas with potential to support a wide variety of	n/a

	electric vehicle charging needs • Provision of Green Fleet	

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	Positive

Value for Money

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

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

The WelTAG Stage 2 report gave the following BCR for the 3 options:

Highway Route to the East – 2.7
Highway Route to the West – 3.7
Parkway Station at Junction 34 of the M4 – TBC as part of GRIP 3 and WelTAG Stage 3 study

The on-line highway improvement BCR is still to be confirmed. This will be done through the Stage Two Plus report, work which is due to be reported shortly.

Impact Assessment

Please provide a summary of the expected impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. The impacts shown below should always be considered, but the list is not exhaustive and other impacts may be relevant. Impacts may be positive, negative or neutral, and should consider all users including those with protected characteristics.

Well-being Goal	Impacts	How does the scheme reduce negative impacts and maximise positive impacts?
A prosperous Wales	• Changes in productivity : availability	These proposed improvements will serve economic growth, by widening labour markets, unlocking the identified sites for development, providing attractive centres for business location, giving people

An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change), and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through	of suitable labour for employers, and changes in agglomeration effects. • Transport costs: monetary costs paid by those travelling e.g. vehicle operating costs, tolls, and public transport fares. • Accidents: the cost of accidents. • Land: does the scheme reduce the amount of agricultural land? Does it open up development sites? • Capital costs: to the	access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing costs for links from suppliers to producers to markets. Improving access to the Airport and St Athan Enterprise Zone will enable excellent international connections, supporting inward investment and tourism. 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. 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 mitigate the impact that the extra trips will generate on the network. The creation of a Parkway Station will improve journey times in and out of Cardiff City Centre by train and reduce single occupancy car journeys. This will also reduce harmful gas emission and contribute to reducing carbon emissions.

securing decent work.	public sector, to the private sector from the scheme itself and from the impacts • Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts • Journey time changes: across all affected modes for users and non-users of the scheme. • Journey time reliability	

	changes: changes in the variation in journey times between times of days and between journeys made at the same time each day. • Local economy: how does the scheme affect the sectors in the local economy? • Access to services: impact on journeys to key services such as health facilities, schools • Access to employmen	

	t: how many jobs can people reach and what is the journey time	
A resilient Wales *A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).*	• Noise: does anyone experience a change in noise levels • Biodiversity: is there an impact on wildlife and the number of species • Water Environment: is there an impact on water courses • Option and non-use values: does the scheme provide alternatives for current journeys	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 Parkway Station will provide an alternative journey mechanism into Cardiff City Centre and the new road or road improvements would create greater resilience on the highway network.

	and does it change the resilience of the transport system	
A healthier Wales *A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.*	• Physical activity: the amount of walking, cycling and other physical exercise undertaken by people • Accidents: the number and severity of injuries • Security: how safe do people feel • Journey quality: for example, the comfort of the vehicle and access to information	As part of any highway improvements an Active Travel element is being promoted 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. The highway improvements will offer more road capacity, and will also offer improved bus journey times, therefore 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. The parkway Station, Active Travel improvements and providing more sustainable modes of transport (rail and bus) would both contribute to reducing harmful emissions, help to combat the existing climate emergency and improve air quality.

	• Air quality: are there changes in air quality • Health impact assessment	
A more equal Wales *A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).*	• Affordability: is there any change to the cost of travel paid by users • Equality, diversity and human rights impact assessment	Rising cost of transport is resulting in many households struggling to afford to own and run a car, the provision of enhanced public transport and walking and cycling options has the potential to make travel more affordable for some sections of society, most notably the young and the older sections of society.
A Wales of cohesive communities *Attractive, viable, safe and well-connected communities.*	• Severance: do any groups of people become separated from others or facilities they	Improve access to education and health facilities for all road users, including those without access to a car. Improvements to transport infrastructure is part of the regions' aim to increase its attractiveness to visitors, improve access to employment sites and promote other sustainable modes of transport. With improvements to walking and cycling crossing points, most notably between Pendoylan, the A48 and onto Barry.

	regularly use • Rural impact assessment	
A Wales of vibrant culture and thriving Welsh language *A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.*	• Landscape: is there a visual or other impact on the landscape • Townscape: is there a visual or other impact on the townscape • Historic Environment: are there any changes in areas of historical interest • Welsh Language impact assessment	Any potential new road would have an impact on the existing landscape. However, this would be countered by providing improved transport links throughout a number of rural villages. Any historic or archaeological impacts will be considered as part of the WelTAG Stage 3 report. The proposals improve access to Cardiff International Airport – the international gateway into Wales.

A globally responsible Wales *A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being and the capacity to adapt to change (for example climate change).*	• Greenhouse gases: is there a change in the amount of greenhouse gases emitted	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: https://www.valeofglamorgan.gov.uk/en/living/planning_and_building_control/Planning/planning_policy/Planning-Policy.aspx 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 improvements that will be provided as part of the developments.

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.

Arcadis Consultants are currently completing WelTAG Stage 2 plus study. Before any progression to a WelTAG Stage 3 study the Stage 2 Plus study will need to be consulted on and gain necessary approvals to progress to the next stage of WelTAG.
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 2020/21	2020/21 projected	2021/22	2022/23	2023/24	Later	Total
Surveys							
Design – GRIP and WelTAG		**1,485,000**					
Land Purchase							
Accommodation Works							
Construction							
Project Management							
Monitoring and Evaluation							
Promotion							
GROSS TOTAL		**1,485,000**	**TBC as part of WelTAG Stage 3**				
Match funding amount, percentage contribution and funding source(s) *(insert name of organisation)*							
NET TOTAL		**1,485,000**	**TBC as part of**				

			WelTAG Stage 3				

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 FY2020-21 Expenditure (in £000s)			
	Quarter 1	**Quarter 2**	**Quarter 3**	**Quarter 4**
Surveys				
Design – GRIP and WelTAG	**371,250**	**371,250**	**371,250**	**371,250**
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
Promotion				
GROSS TOTAL	**371,250**	**371,250**	**371,250**	**371,250**
Match funding amount, percentage contribution and source(s) *(insert name of organisation)*				
NET TOTAL	**371,250**	**371,250**	**371,250**	**371,250**

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 Consultants are currently completing WelTAG Stage 2 plus study. Before any progression to a WelTAG Stage 3 study the Stage 2 Plus study will need to be consulted on and gain necessary approvals to progress to the next stage of WelTAG.

The Council will contract consultants to carry out the WelTag 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 3/4 and WelTAG 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

Has a monitoring and evaluation plan been prepared?
If yes, please provide details below or attach relevant documents as evidence. What is the baseline data and relevant targets?

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

Has any monitoring or evaluation work already taken place?
If yes, please provide details below and attach any relevant documents to this application as evidence.