



Local Transport Capital Grants FY2021-22  
Local Transport Fund, Resilient Roads Fund and Ultra Low Emission Vehicle Transformation Fund  
Application Form

**WELTAG CHECKLIST**

1. Which WeITAG Stages have you completed? Please tick all that apply.

Stage 1       Stage 2       Stage 3       Stage 4

For packages please list each project below and state the WeITAG Stages completed for each project:  
**Not Applicable**

2. What level of **risk** is your study? Please tick one (See WeITAG page 34 for definitions).

Low       Medium       High

For packages please list each project below and state the level of risk for each project:  
**Not Applicable**

3. Who is or will be on your **Review Group**? Please give job title and department/ organisation representing.

Economic	
Social	
Cultural	
Environmental	
Active Travel Expert	
Others (please specify)	

For packages, where there are different Review Groups, please list the projects below and provide information on who is or will be on the review group for each project:

**Not Applicable**

4. What WeITAG Stages do you plan to have completed by the end of 2021-22? Please tick all that apply

Stage 1       Stage 2       Stage 3       Stage 4

For packages please list the projects below and state the WeITAG Stages completed for each project:

**Not Applicable**

## **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:

To undertake feasibility works to investigate the options available to provide safe and accessible electric vehicle charging capability at residential properties without off street parking and those properties on restricted terraced streets, together with the likely take up of such options in future years.

It is estimated that over 40% of households do not access to off-street parking and are therefore currently unable to easily access the ability EV charging at their home address. Existing charging options including centralised facilities which can prove to be impracticable and expensive thereby deterring the uptake of EVs in such households. Free standing charging stations positioned along the street can be obtrusive impacting on the street scene as well as taking up precious space on the footway in residential areas causing a potential hazard.

It is proposed that the feasibility work would investigate what effective alternative options and innovative solutions area available which avoid the concerns identified above and provide safe and convenient access to EV charging directly outside the home so as not to deter those households on terraced streets or without off-street parking consider EVs. This will then assist to make EV ownership more accessible to all residential homes and thereby increase the uptake of EVs.

The project will be undertaken in two distinct phases with the first phase investigating the suitability, costs and consultation to understand the potential uptake of using alternative submerged below footway infrastructure to facilitate a safe, practicable and convenient arrangement to enable EV charging. Should the first phase prove viable then the second phase would involve a trial installation into various home type to assess and monitor the usability and efficacy of such an arrangement.

## **SCHEME BUSINESS CASE**

### **1. STRATEGIC CASE**

<b>The Case for Change</b>	
<p><b>Fit with draft new Wales Transport Strategy</b> Please indicate how this scheme fits with the priorities set out in the draft new Wales Transport Strategy</p>	<p>Assists to make EV ownership more accessible to all residential homes and thereby increase the uptake of EVs and reduce CO2 emissions.</p>
<p><b>Current and Future Situation and Issues</b> What are the local and wider issues that this scheme will address in the short and long term? Include baseline data where available. What will happen if no action is taken?</p>	<p>Equality issues in the ownership of EVs and encouraging more extensive take up of EV ownership. There will be a disparity in the ownership of EVs between households depending on location and restriction in those household who can conveniently purchase and operate an EV.</p>
<p><b>Scheme objectives</b> 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)</p>	<p>To increase the availability of EV charging particularly in residential properties without off street parking and those properties on restricted terraced streets. To increase attractiveness, convenience and flexibility of EV ownership as thereby the uptake and conversion to EVs among all parts of society. This will be measured by the availability and ease of use of the alternative submerged below footway infrastructure to enable EV charging and the cost effectiveness of such systems derived from the trail.</p>
<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver?</p>	<p>Increased options for EV charging for those residents in residential properties that do not have access to off street parking or communal space for EV charging.</p>

<p><b>Fit with Policies and Plans</b> 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.</p>	<p>The scheme assists in reducing CO2 emissions by encouraging and facilitating change to EV thereby improving local environmental conditions in local towns and villages and improving the well-being of all citizens.</p>
<p><b>Community Engagement and Consultation</b> 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?</p>	<p>Online and via social media</p>

### Fit with Grant Purpose/ Objectives

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

Grant name	Grant purpose/ objectives	Scheme Contribution
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Reduce economic inactivity by delivering sustainable access to employment</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering sustainable access to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Improve public transport journey time reliability</li> <li>• Reduce public transport journey times</li> </ul>	<p>The scheme will indirectly improve environmental conditions and sustainable access to key facilities and services.</p>
<b>Resilient Roads Fund</b>	<ul style="list-style-type: none"> <li>• Address disruptions caused by severe weather to the highway network, especially to the public transport network</li> </ul>	<p>The scheme will assist in addressing CO2 emission which contribute to climate change and increasing severe weather.</p>

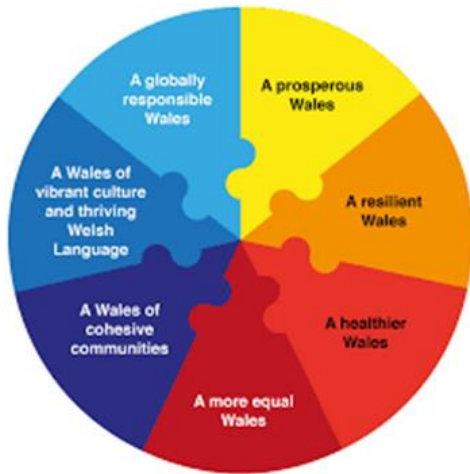
<p><b>Ultra Low Emission Vehicle Transformation Fund</b></p>	<ul style="list-style-type: none"> <li>• Provision of charging infrastructure for electric vehicle, targeted at users without access to off-street parking.</li> <li>• Provision of charging infrastructure in public car parks.</li> <li>• Electric vehicle charging hubs – focused on areas with potential to support a variety of electric vehicle charging needs</li> <li>• Provision of charging infrastructure for taxis, private hire vehicles and buses</li> <li>• Provision of Green Fleet for taxis, private hire vehicles and buses</li> <li>• Provision of micro mobility (ie. support to participate in DfT e-scooter trials, promotion of e-bikes and e-cargo bikes)</li> </ul>	<p>The scheme will directly and significantly assist in all areas listed for EV transformation fund.</p>
--	---	--



## 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 / neutral / negative
A resilient Wales	Positive / neutral / negative
A healthier Wales	Positive / neutral / negative
A more equal Wales	Positive / neutral / negative
A Wales of cohesive communities	Positive / neutral / negative
A Wales of vibrant culture and thriving Welsh language	Positive / neutral / negative
A globally responsible Wales	Positive / neutral / negative

### 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:

The feasibility study will be required to investigate the cost effectiveness of any alternative options and innovative solutions are available for households with no off-street parking such as alternative submerged below footway infrastructure to facilitate a safe, practicable and convenient arrangement to enable EV charging.

## 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?
<p><b>A prosperous Wales</b> <i>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 securing decent work.</i></p>	<ul style="list-style-type: none"> <li>• Changes in productivity: availability of suitable labour for employers, and changes in agglomeration effects.</li> <li>• Transport costs: monetary costs paid by those travelling e.g. vehicle operating costs, tolls, and public transport fares.</li> <li>• Accidents: the cost of accidents.</li> <li>• Land: does the scheme reduce the amount of agricultural land? Does it open up development sites?</li> <li>• Capital costs: to the public sector, to the private sector from the scheme itself and from the impacts</li> <li>• Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts</li> <li>• Journey time changes: across all affected modes for users and non-users of the scheme.</li> <li>• 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.</li> <li>• Local economy: how does the scheme affect the sectors in the local economy?</li> <li>• Access to services: impact on journeys to key services such as health facilities, schools</li> <li>• Access to employment: how many jobs can people reach and what is the journey time</li> </ul>	<p>Assist indirectly in reducing CO2 emissions.</p>

<p><b>A resilient Wales</b> <i>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).</i></p>	<ul style="list-style-type: none"> <li>• Noise: does anyone experience a change in noise levels</li> <li>• Biodiversity: is there an impact on wildlife and the number of species</li> <li>• Water Environment: is there an impact on water courses</li> <li>• Option and non-use values: does the scheme provide alternatives for current journeys and does it change the resilience of the transport system</li> </ul>	<p>Assist to reduce the environmental impact of CO2 emission on the well being of citizens and communities.</p>
<p><b>A healthier Wales</b> <i>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.</i></p>	<ul style="list-style-type: none"> <li>• Physical activity: the amount of walking, cycling and other physical exercise undertaken by people</li> <li>• Accidents: the number and severity of injuries</li> <li>• Security: how safe do people feel</li> <li>• Journey quality: for example, the comfort of the vehicle and access to information</li> <li>• Air quality: are there changes in air quality</li> <li>• Health impact assessment</li> </ul>	<p>Assists to indirectly reduce CO2 emissions and therefore improve air quality within communities.</p>
<p><b>A more equal Wales</b> <i>A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).</i></p>	<ul style="list-style-type: none"> <li>• Affordability: is there any change to the cost of travel paid by users</li> <li>• Equality, diversity and human rights impact assessment</li> </ul>	<p>Addresses the potential inequality of EV ownership between differing sections of the community and in particular those that live in areas with no off-road parking or terraced streets.</p>
<p><b>A Wales of cohesive communities</b> <i>Attractive, viable, safe and well-connected communities.</i></p>	<ul style="list-style-type: none"> <li>• Severance: do any groups of people become separated from others or facilities they regularly use</li> <li>• Rural impact assessment</li> </ul>	<p>Will ensure equality amongst all areas of society in enabling the safe and convenient conversion to EVs both now and in the future.</p>

<p><b>A Wales of vibrant culture and thriving Welsh language</b> <i>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.</i></p>	<ul style="list-style-type: none"> <li>• Landscape: is there a visual or other impact on the landscape</li> <li>• Townscape: is there a visual or other impact on the townscape</li> <li>• Historic Environment: are there any changes in areas of historical interest</li> <li>• Welsh Language impact assessment</li> </ul>	<p>Assists to reduce the obtrusive impact on the street scene of standard EV charging infrastructure by using below footway infrastructure as well as taking up precious space on the footway in residential areas causing a potential hazard.</p>
<p><b>A globally responsible Wales</b> <i>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).</i></p>	<ul style="list-style-type: none"> <li>• Greenhouse gases: is there a change in the amount of greenhouse gases emitted</li> </ul>	<p>Assists to directly reduce CO2 emissions and therefore reduce the amount of greenhouses gases emitted in to the environment.</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.

Once funding is available, the council will be able to finalise the full details of the feasibility, plan key activities and prepare a suitable scope to appoint appropriate consultants to progress the require project works. It is anticipated that the first six months of the project will involve phase one works investigating the suitability, costs and consultation to understand the potential uptake of using alternative submerged below footway infrastructure to facilitate a safe, practicable and convenient arrangement to enable EV charging. The latter six months will encompass the second phase comprising implementation of a trial installation into various home type to assess and monitor the usability and efficacy of such an arrangement. It is not considered that any planning consents, land acquisition will be required to impact the progress of the project. There are considered to be minimal risks to the project proceeding as planned and therefore no mitigation measures are proposed at this time.

#### 4. FINANCIAL CASE

##### Financial expenditure profile

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

	Pre 2020/21	2020/21	2021/22 projected	2022/23	2023/24	2024/25	Later	Total
Surveys			5k					5k
Design			5k					5k
Land Purchase								
Accommodation Works								
Construction			32k					35k
Project Management			5k					2k
Monitoring and Evaluation			2k					2k
Promotion			1k					1k
<b>GROSS TOTAL</b>			<b>50k</b>					<b>50k</b>
Match funding amount, percentage contribution and <b>funding source(s)</b> <i>(insert name of organisation)</i>								
<b>NET TOTAL</b>			<b>50k</b>					<b>50k</b>

### 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 FY2021-22 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	2k	3k		
Design		5k		
Land Purchase				
Accommodation Works				
Construction			22k	10k
Project Management	1k	1k	1k	1k
Monitoring and Evaluation				2k
Promotion		1k		
<b>GROSS TOTAL</b>				
Match funding amount, percentage contribution and <b>source(s)</b> ( <i>insert name of organisation</i> )				
<b>NET TOTAL</b>	2k	10k	25k	13k

## 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?

Where appropriate a detailed scoping document will be produced for the project works required and this will be procured through Sell to Wales. This will be open to all consultants who can demonstrate suitable experience in the subject area and comply with pre-qualification criteria included. The first phase of the project work will be procured within the 1st Quarter and subsequent second phase procured in the 3<sup>rd</sup> Quarter and orders placed accordingly. All works will be managed so as to be completed prior to the end of the financial year.



**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?

To be prepared as part of the project including details of learning for other areas.

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.

No