**WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2021-22**

**APPLICATION FORM**

**LOCAL TRANSPORT 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** | Further work Stage Two Plus: Transport Network Improvements from M4 Junction 34 to A48 |
| **Scheme Priority Rank Number** | 2 (Joint) |
| **Existing or New Scheme** | Existing |
| **Grant (please select one)** | Local Transport 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 2021-22** | £115,000 |
| **Project Manager Contact Name** | Kyle Phillips |
| **Contact Telephone** | 02920 673130 |
| **Contact email** | [kwphillips@valeofglamorgan.gov.uk](mailto: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: cid:image003.jpg@01D169A2.17DA5CA0 |

**WELTAG CHECKLIST**

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

X

Stage 1 Stage 2 Stage 3 Stage 4

|  |
| --- |
| For packages please list each project below and state the WelTAG Stages completed for each project: |

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

X

Low Medium High

|  |
| --- |
| For packages please list each project below and state the level of risk for each project: |

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

|  |  |
| --- | --- |
| Economic | The Vale of Glamorgan Council including officers and local councillors |
| Social | The Vale of Glamorgan Council including officers and local councillors |
| Cultural | The Vale of Glamorgan Council including officers and local councillors |
| Environmental | The Vale of Glamorgan Council including officers and local councillors |
| Active Travel Expert | Sustrans, TfW |
| Others (please specify) | Welsh Government, Local Community Councils, Cardiff Capital Region, Neighbouring Local Authorities, Local bus operators, Network Rail, Taxi/ PHV Association, Freight Transport Association, Road Haulage Association |

|  |
| --- |
| 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:  n/a |

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

X

Stage 1 Stage 2 Stage 3 Stage 4

|  |
| --- |
| For packages please list the projects below and state the WelTAG Stages completed for each project: |

**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: ST 05970 76655 | 51.481008 -3.3554658 |
| **Improving Strategic Transport Encompassing Corridors from M4 Junction 34 to the A48 | Highway Link Study**  The scheme encompasses the consideration of potential options for improving the strategic transport network encompassing corridors from M4 Junction 34 to the A48 (Five Mile Lane), including the Pendoylan Corridor (or alternative). The appraisal of options has been undertaken in accordance with the Welsh Government’s latest version of WelTAG (December 2017) including advice on the appraisal in relation to the Future Generations of Wales (2015) Act well-being goals.  Following consideration of the scheme’s original WelTAG Stage Two study in October 2018, several recommendations were agreed by the Review Group for undertaking in a further study (entitled WelTAG Stage Two Plus) including a programme of early stage environmental surveys and investigations, plus more detailed development of the highway link concept designs. The purpose of the additional work was to consider the 2018 public consultation feedback and provide additional information to inform the appraisal. The WelTAG Stage Two Plus Highway Link Study has since considered four options, including:   * M4 Junction 34 to A48 | Option A – Highway Route East of Pendoylan (Offline) * M4 Junction 34 to A48 | Option B – Highway Route West of Pendoylan (Offline) * M4 Junction 34 to A48 | Option C1 – Existing Infrastructure (Online) Enhancement * M4 Junction 34 to A48 | Option C2 – Existing Infrastructure (Online) Enhancement   Currently the Council are in the process of considering the WelTAG Stage Two Plus Study Consultation which closed on 23rd December 2020.  <https://www.valeofglamorgan.gov.uk/Documents/Our%20Council/consultation/J34-to-A48/Stage-2-Plus/A4-Consultation-Document-ENGLISH.pdf>  Area maps on the link above (page 7 Eastern alignment, page 10 Western alignment, page 13 & 16 two online options).  **Updated WelTAG Stage Two Plus Outline Business Case**  The purpose of WelTAG Stage Two is to examine in greater detail the short list of options for tackling the problem under consideration. **Following output and feedback received as part of the latest public consultation (September 2020 – December 2020), the proposed scope of works will include an updated WelTAG Stage Two Plus study encompassing further consideration and appraisal of the four highway options. The additional tasks associated with the updated Stage Two Plus study encompass:**   * **Review the case for change, taking into further consideration the Welsh Government and Vale of Glamorgan Council climate emergency declarations and emerging impacts of Covid-19, as a minimum.** * **Health Impact Assessment.** * **Equality Impact Assessment.** * **Update SEWTM traffic modelling.** * **Local junction traffic modelling (Sycamore Cross, M4 Junction 34, new/ existing junctions interconnecting with offline options).** * **Update economic appraisal, encompassing a value for money assessment and consideration of changes to TAG Databook v1.14 and the July 2020 Office for Budget Responsibility forecasts, which considers Covid-19 impacts.** * **Designing out Carbon Workshop.** * **Carbon Assessment and Climate Resilience Report.** * **Update environmental appraisal (strategic and transport case).** * **Stakeholder engagement.** * **Update Impacts Assessment Report.** * **Update WelTAG Stage Two Plus Outline Business Case report.**   A key element of the proposed works includes completion of the **Carbon Assessment and Climate Resilience report,** together with completion of a **Designing out Carbon workshop**. Climate change concerns has been a key item raised as part of the latest public consultation exercise (September 2020 – December 2020), together with increasing momentum towards the decarbonisation of transport in Wales. These tasks will allow for greater understanding of such impacts to inform the WelTAG Stage Two appraisal. A summary of what these tasks encompasses is provided below:   * **Designing out Carbon Workshop** * This optioneering stage provides an opportunity for the scheme to explore the potential to reduce the carbon impact of the project in a meaningful way. The appointed consultant will develop and deliver a workshop for the project team, including the design engineers, the client and other key stakeholders. The workshop would follow carbon minimisation principles set out in PAS2080: 2016 for discussion; including ideas generation/ brainstorming (where all potential carbon reduction ideas are captured) and reasoning (where all ideas generated are classified and prioritised based on impact and ease of implementation). The purpose is to clearly identify and focus on opportunities that would be easy to implement and that would have a high impact on the Project carbon emissions and cost. The outputs from the workshop would feed into the Carbon Assessment and Climate Resilience Report, further adding value to decision-making during the optioneering process, as well as facilitate carbon considerations for any preferred route option going forward. * **Carbon Assessment and Climate Resilience Report** * The Carbon Assessment and Climate Resilience report would be prepared for the Project to reflect the potential route options and a high-level assessment of the carbon emissions that are anticipated to be generated during construction and the operational life cycle of the design solution and identify adaptation that would be required as a result of climate change. The assessment will follow DMRB LA 114 Climate Guidance, which will describe the likely significant effects of projects on the environment resulting from the impact of the project on the climate and the vulnerability of the project to climate change (resilience). DMRB LA 114 Climate is the most up to date guidance available for infrastructure projects and it is the methodology guidance that is expected to be followed at the subsequent Environmental Impact Assessment stage (WelTAG Stage Three).   Given comprehensive public consultation was completed in 2018 (WelTAG Stage Two) and 2020 (WelTAG Stage Two Plus), it is currently assumed that additional public consultation will not be required at the culmination of this new proposed scope of work.  The updated Appraisal will encompass the tasks referred to in Stage Two Outline Business Case, WelTAG 2017, issued December 2017, and the study will take account of all existing commitments within the Vale of Glamorgan’s emerging LDP and Adopted LTP. The outputs from the work will be an updated WelTAG Stage Two Plus report. The work will include an Impacts Assessment Report containing the detailed information which supports the summary information in the main Appraisal document.  **Cost Summary**  Estimated feasibility and design costs (excluding VAT) will be:   * **Total £115,000** for the Updated WelTAG Stage Two Plus Outline Business Case deliverable **in 2021/22** (including £30,000 allowance for SEWTM modelling and £5,000 allowance for local junction traffic surveys + other expenses).   WelTAG costs will be confirmed and reported back to Welsh Government as part of the reporting process once tendered. |

**SCHEME BUSINESS CASE**

**1. STRATEGIC CASE**

|  |  |
| --- | --- |
| **The Case for Change** | |
| **Fit with draft new Wales Transport Strategy**  Please indicate how this scheme fits with the priorities set out in the draft new Wales Transport Strategy | The scheme demonstrates a neutral to positive fit with the five-year priorities set out within the emerging draft Wales Transport Strategy (WTS). For the purposes of this Local Transport Fund application and to outline this relationship, the five-year priorities set out in the draft WTS have been assessed against the scheme’s existing objectives using the WelTAG seven-point scoring scale, as detailed in the following table.   * Objective 1 (OBJ1) * Enhance connectivity to Cardiff Airport and strategic employment sites in the region. * Objective 2 (OBJ2) * Increase transport options for strategic access and access to and from local communities. * Objective 3 (OBJ3) * Improve network resilience and road safety on the M4, A48 and A4232 corridors and other connecting roads. * Objective 4 (OBJ4) * Protect and enhance the historic, built and natural environment including the landscape and settlement character of the study area. * Objective 5 (OBJ5) * Minimise impacts on communities and support social inclusion and health and well-being.  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | Five-Year Priority | OBJ1 | OBJ2 | OBJ3 | OBJ4 | OBJ5 | | Reduce greenhouse gas emissions by planning ahead for better physical and digital connectivity, more local services, more home and remote working and more active travel, so that fewer people need to use their cars on a daily basis. | + | ++ | + | 0 | + | | Grow public transport use in Wales by providing services that everyone can use, wants to use, and does use. | + | + | + | 0 | + | | Safe, accessible, well-maintained and managed transport infrastructure, that is also future proofed to support sustainable transport choices, especially walking and cycling, public transport and electrification. | ++ | ++ | ++ | 0 | + | | Making sustainable transport choices more attractive and affordable to more people and businesses, whilst respecting the fact that many people including those in rural areas or disabled people, may not have options. | + | ++ | ++ | 0 | + | | Support digital, technological and operational innovations that help more people and businesses adopt more sustainable transport choices. | + | + | + | 0 | + | |
| **Current and Future Situation and Issues**  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? | To deliver 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. The delivery of improvements to the transport network 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.  A key component of the case for change therefore focusses on the potential for realising the strategic development and employment opportunities within the Vale of Glamorgan, which will offer economic development benefits for South Wales as a whole. Consultation and desk-based analysis has demonstrated that the current transport connectivity of the Vale of Glamorgan is sub-optimal in terms of journey times, journey time reliability, public transport coverage and the routeing of strategic traffic. If these issues are not addressed, there is a risk that the socio-economic opportunities offered by the Vale of Glamorgan (including the Cardiff Airport – St. Athan Enterprise Zone) may not be fully realised.  The socio-economic baselining of the study area has clearly highlighted the multitude of problems currently being experienced in the Cardiff Capital Region and Swansea Bay City Region. These include low levels of productivity and business competitiveness, limited inward investment, high rates of economic inactivity and unemployment and concentrated areas of multiple deprivation. The Enterprise Zone is part of a package of measures across the respective City Regions which could begin to tackle these issues through creating (high value) direct, indirect and induced employment opportunities, as well as wider supply-chain opportunities for Welsh businesses across the region. However, its success is dependent on connecting the employment opportunities to the labour market and ensuring that business-to-business interactions are as seamless as possible.  With a once in a generation programme of capital investment in transport infrastructure in the Capital Region and connecting Wales with England underway, there is an opportunity for the areas to the west of Cardiff to better access a wider range of employment and business opportunities. However, this improved connectivity also presents a risk, in that by failing to address the transport problems in the Vale of Glamorgan, the economic gravity of the area could shift to the east, with potential for economic leakage to England.  There are also a number of opportunities for Cardiff International Airport with the presence of a well-connected international airport generally seen to be positive in promoting economic development and inward investment. However, the current surface access to the airport has been widely cited as a constraint.  Within the Vale of Glamorgan itself, the current transport infrastructure is considered to be having a negative impact on the area, particularly in terms of congestion and journey time reliability, negatively impacting on business performance, the attractiveness of the Vale of Glamorgan as a place to live, work and do business and, in the longer-term, land-use aspirations within the Vale of Glamorgan – these same adverse impacts can also be aligned with the wider study area, whereby investment in transport infrastructure is considered an essential mechanism towards sustainable economic development throughout the region.  In addition to the significant socio-economic benefits that would be realised through implementation of the proposed intervention, the environmental benefits and carbon agenda would also be of key importance. Enhanced highway connectivity through the M4 Junction 34 to A48 corridor offers a unique opportunity to establish an effective Active Travel link as an integral component of the scheme (subject to which option is taken forward) providing enhanced local/ regional connectivity.  In light of the regional and national climate emergency declarations and aspirations for the decarbonisation of transport in Wales, the scheme does have the potential to change greenhouse gas emissions. This has to date been calculated as an output of the traffic modelling for the offline options only giving a benefit valued at £1.1M, with the reduction in emissions based on reduced overall journey distances. Further analysis of greenhouse gasses (operational and construction) is however needed and forms a key component of the proposed scope of works, including consideration of infrastructure to support reduced impacts.  Alongside the strategic case for change, the analysis for the WelTAG study has focussed on the specific issues within the local appraisal area. This reiterates that the highway network through and near to the Pendoylan corridor between the M4 Junction 34 and the A48 is extensively poor, comprising narrow lanes with limited passing opportunities, restricted speed as a result of adverse route alignments, and is predominantly non-compliant to current Design Manual for Roads and Bridges (DMRB) standards.  Sustainable transport options are also restricted with no immediate access to local and regional rail services or robust provision for cycling, and although local bus services do operate through Pendoylan village, services are subject to the constraints of the road network and delay. There is a high reliance on car travel to access services and employment with limited public transport options.  Traffic congestion and resilience issues evident throughout the region are particularly affecting the M4 corridor and the A48/ A4232 at Culverhouse Cross during peak commuting hours. There is high car dependency within the local area with 92% of those living within the study area. As a result of congestion, and when there are incidents on the M4, the Pendoylan corridor also functions as a ‘rat-run.’  ‘Five Mile Lane’ from the A48 to the A4226 north west of Barry has been upgraded. This may be having the effect of altering trip patterns on the road network including through Pendoylan village. In addition, the resilience of the strategic network throughout this area is anticipated to deteriorate in the medium to long-term with committed development planned for the region.  There are subsequently 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. If no action is taken, it is anticipated that traffic congestion and resilience problems will continue to worsen on the strategic routes, leading to an increasing level of traffic routeing through the Pendoylan area to avoid delays.  In short, improving the transport connectivity of the Vale of Glamorgan is considered necessary to support national, regional and local economic performance and improved social and cultural connectivity. It would be remiss of the Council, the wider region and Welsh Government not to consider this opportunity to significantly enhance local and strategic connectivity and make the necessary improvements to access the wider region. |
| **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 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. |
| **Scheme outputs**  What are the specific outputs that the scheme will deliver? | * Reduced and more reliable journey times between strategic network and Cardiff Airport and St Athan Enterprise Zone. * Increased use of sustainable travel modes by residents of local communities. * Reduced accidents and delay on adjacent strategic routes. * Transport network is improved with at least neutral impact on historic, built and natural assets. * Transport network is improved with at least neutral impact on social and cultural facilities, businesses and residential properties. |
| **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. | The key policies at the local, regional and national levels, highlighting the policies and proposed delivery programmes and schemes that are relevant to this study are presented with the draft WelTAG Stage Two plus reports and in more detail at the local level in the accompanying Impacts Assessment Report.  The WelTAG assessment completed to date identifies that the principle of improving connections to and from the Vale of Glamorgan aligns well with national, regional and local transport, planning and socio-economic policies. In particular, the Cardiff Airport – St. Athan Enterprise Zone has been identified as a strategic opportunity area, with the overall policy framework providing guidance as to how the potential of such developments can be realised.  Of particular relevance is the clear alignment with the headline national and regional policies, as follows:   * Improvements to the connectivity of the Vale of Glamorgan would make an enabling contribution to the ‘Themes’ of Prosperity for All – The National Strategy. Enhancing access to a potentially major employment growth area and promoting development at the sub-regional level would support the emergence of regionally significant business and employment opportunities in the Vale of Glamorgan, which would be of benefit to communities across South Wales. * Prosperity for All is underpinned by an Economic Action Plan (EAP), which sets out a vision for ‘inclusive growth, built on strong foundations, supercharged industries of the future and productive regions.’ Within the EAP, there is a commitment to both: * A new regionally focussed model of economic development, which will promote regional interests and issues in Welsh Government. In the context of this study, this can be thought of as the Cardiff Capital Region, of which the Vale of Glamorgan is part. * A five-year programme of transport capital funding, linking to mandated regional land-use and planning decisions. Whilst this commitment remains at the strategic stage, it is possible that the Enterprise Zone would be considered within the context of ‘mandated regional land-use’. * Investment in improved connectivity would also make a significant contribution to the outcomes and, by definition, the strategic priorities identified in the Wales Transport Strategy (which is currently being updated). As well as supporting access to employment, overall local and national connectivity would be improved, with resulting journey time, reliability and environmental benefits accruing. * The regional employment opportunity presented by the Enterprise Zone has the potential to contribute to the Our Valleys, Our Future priorities, particularly in terms of creating good quality jobs and furnishing residents with the skills to do them. However, facilitating this desired outcome will require both transport infrastructure and services which connect the Valleys labour market to employment opportunities in the Vale of Glamorgan. * The emerging National Development Framework and Strategic Development Plans are likely to support the development of key sites within the Vale of Glamorgan, including the Enterprise Zone. This would provide a firm policy basis for supporting accessibility improvements to these sites. The NDF Draft highlights Cardiff Airport as a key international connection. * Powering the Welsh Economy, the document underpinning much of the Cardiff Capital Region City Deal, emphasises the need for investment in improved transport connectivity to both promote economic development and address existing transport problems. * A Growth Strategy for the Swansea Bay City Region recognises the need for improved connectivity between the City Region, the rest of Wales, the UK more generally and internationally. Access to Cardiff Airport is specifically noted as a desired outcome.   In addition, the objectives of the scheme have been verified within the draft WelTAG Stage Two Plus report and are considered to positively contribute towards resolving problems of the study area, the Future Generations of Wales (2015) Act Well-being Goals, WTS outcomes, and the Welsh Government’s strategic priorities as set out in the WTS. Future assessment will consider their alignment with the emerging new WTS outcomes and priorities, as well as Prosperity for All: Economic Action Plan (2017) objectives.  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.  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 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? | The strategy has been to incorporate community engagement and consultation throughout the WelTAG stages and subsequently the scheme has been subject to an extensive programme of stakeholder and public consultation. As part of the WelTAG process, a public consultation event was held for WelTAG Stage One, WelTAG Stage Two and more recently WelTAG Stage Two Plus to gain feedback on issues, objectives and options.  Comprehensive Review Groups have been set up containing a number of stakeholders including representation from Welsh Government, Cardiff Capital Region, community councillors, transport operators, and transport professionals from both neighbouring authorities and internal. The WelTAG reports have also been taken through the political process, involving presentation to Cabinet and the Environment and Regeneration Scrutiny Committee of the Vale of Glamorgan Council. |

**Fit with Grant Objectives**

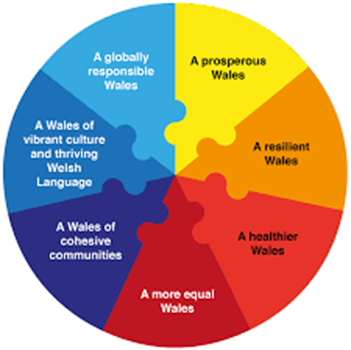
Please outline below how your scheme contributes to the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

|  |  |  |
| --- | --- | --- |
| **Grant Name** | **Grant Objectives** | **Scheme Contribution** |
| **Local Transport Fund** | * Reduce economic inactivity by delivering sustainable access to employment * Improve quality of life particularly those living in disadvantaged and rural communities by delivering sustainable access to key facilities and services * Connect communities and enable access to key services * Improve public transport journey time reliability * Reduce public transport journey times | This proposed intervention 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 option to enhance the highway network inclusive of an integral Active Travel route could significantly improve access to key facilities, services and employment – the latter by providing interconnectivity to Cardiff Airport and the St. Athan Enterprise Zone, which will offer economic development benefits for South Wales as a whole.  The degree of benefit would depend on several factors/ variables most notably encompassing the specific route option taken forward from WelTAG Stage Two and the potential enhancement of the local highway network to facilitate enhanced accessibility, including potential improvements to the M4 Junction 34 (subject to further analysis).  It is anticipated that there would be additional wider economic impacts associated with the scheme (again, the value of benefits being dependent on which option is taken forward for implementation). This may include induced investment through additional strategic development arising due to improved connectivity to the St. Athan Enterprise Zone (existing connections are constraining growth). There may be benefits to those larger commercial businesses (such as Aston Martin) through transport improvements where competitive markets are imperfect. In this case, it will assist by providing an improved level of connectivity industry and businesses.  There may also be beneficial labour supply impacts by improving connectivity between the employment sites and population centres, notably assisting access to employment from the Rhondda Valleys and other surrounding authorities. Whilst the St. Athan Enterprise Zone presents a regionally significant opportunity, the labour market catchment of the site is limited by the current transport infrastructure and services. If this issue is not resolved, it may have longer term implications for firms currently located in the Vale of Glamorgan and in terms of the business location decisions of prospective investors. The limited labour market catchment of the Enterprise Zone is also compounded by comparatively poor business-to-business accessibility.  The accessibility analysis undertaken found that relatively modest reductions in journey times to/ from the Vale of Glamorgan would significantly increase the labour market and business-to-business catchments. The improvement in accessibility may subsequently bring a relocation of more productive jobs to the area. As the proposed link forms a connection between functioning parts of the Capital Region, there may be productivity impacts due to agglomeration benefits for the Vale of Glamorgan in terms of linking in developments in the area to similar businesses/ clusters in the region.  Moreover, productivity in the Cardiff Capital Region is very low compared to other UK City Regions, so improving connectivity to the Vale of Glamorgan may form part of a package of measures to address this (and in part addressing the issue of a lack of appropriate industrial premises).  The implementation an enhanced highway network designed to current DMRB standards would be anticipated to result in measurable improvements in journey times and journey time reliability with increased average speeds between M4 Junction 34 and A48, together with integral junction improvements at the key junctions interconnecting with the highway route. For strategic journeys, the route would offer an alternative for travelling between the Vale/ Barry area and the Rhondda Valleys, and from west of M4 Junction 34, thus reducing journey times on the strategic network. There is also the potential, if active travel measures are delivered, that additional benefits to walkers and cyclists through enhanced infrastructure provision.  With regard to the online options, the level of journey time savings to users’ totals £138M through the provision of a link, as forecast using the traffic model, which represents a substantial beneficial improvement. Whilst enhancement of the existing highway route would also result in measurable improvements, journey time savings are considered to be less in relation to the offline options given the applied 30mph design speed and retention of non-complaint DMRB sections throughout the route.  In addition to improved accessibility to service and employment sites, an enhanced transport corridor would provide improved connectivity between the M4 and A4119 corridors and the cultural attractions of the Vale coast, including Barry Island, Porthkerry Country Park and the beaches. |
| **Resilient Roads Fund** | * Address disruptions caused by severe weather to the highway network, especially to the public transport network | n/a |
| **Ultra Low Emission Vehicle Transformation Fund** | * Provision of charging infrastructure for electric vehicle, targeted at users without access to off-street parking. * Provision of charging infrastructure in public car parks. * Electric vehicle charging hubs – focused on areas with potential to support a variety of electric vehicle charging needs * Provision of charging infrastructure for taxis, private hire vehicles and buses * Provision of Green Fleet for taxis, private hire vehicles and buses * Provision of micro mobility (ie. support to participate in DfT e-scooter trials, promotion of e-bikes and e-cargo bikes) | 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 | 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 criterion. A key component of this LTF application encompassing completion of WelTAG Stage Two is an updated economic appraisal. |

**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**  *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.* | * Changes in productivity: availability 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 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 employment: how many jobs can people reach and what is the journey time | The proposed intervention will serve **productivity** and economic growth by widening labour markets, supporting 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. Improving accessibility to the Airport and St Athan Enterprise Zone will enable excellent international connections, supporting inward investment and tourism. With 312.9 Net Hectares of land identified for employment sites on this corridor south of Junction 34, 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 proposal will affect a wide range of people in Wales and further afield who work in or visit the area.  **Transport costs** for road users are anticipated to reduce compared to the Do-Minimum, reflecting journey time savings and improved transport connectivity for public transport. The level of impact is anticipated to be greatest for the offline options, although it is anticipated that all options would realise a benefit.  With the exception of Option C2, all options are anticipated to positively impact road safety conditions/ **accidents** through the Pendoylan corridor. This is predominantly in relation to new/ enhanced roads designed to current DMRB highway standards. With regard to the offline options, the economic appraisal results show positive scheme benefits with a reduction in accident cost of £16.6m, over the 60-year period in 2010 prices with a reduction of 446 accidents (9% reduction compared to the Do-Minimum).  Implementation of a new offline highway route will require significant areas of **land** predominantly in agricultural use, in addition to land adjacent to existing routes to facilitate the online highway improvements. The exact extent and potential costs are unknown at this stage and would require further exploration, however a cost allowance has been included, as identified in the WelTAG Financial Case. In addition, implementation of an enhanced online route will have significant impacts on land and properties situated adjacent to the route. A cost allowance has also been included as part of the Financial Case together with information on properties/ buildings either directly or indirectly affected the proposals.  The WelTAG Stage Two Plus report outlines the estimated **capital costs** at this stage of the appraisal. The current day estimated total scheme costs are:   * **£76.844M** – M4 Junction 34 to A48 | Option A – Highway Route East of Pendoylan * **£66.332M** – M4 Junction 34 to A48 | Option B – Highway Route West of Pendoylan * **£59.844M** – M4 Junction 34 to A48 | Option C1 – Existing Infrastructure (Online) Enhancement * **£40.513M –** M4 Junction 34 to A48 | Option C2 – Existing Infrastructure (Online) Enhancement   There would be on-going **revenue** support required for each of the options. It is however also anticipated that the delivery of a new offline highway route between the M4 Junction 34 and the A48 would have the potential to adversely impact on existing maintenance budgets which are already under considerable pressure. All costs associated with the proposed options would be subject to review as part of the ongoing work.  Whilst all options would be anticipated to realise reduced **journey time changes** and improved **journey-time reliability,** the greatest benefits would be assumed for the offline options as the implementation of a new highway route designed to current DMRB standards is likely to establish the greatest increase in average speeds between M4 Junction 34 and A48, together with integral junction improvements at the key junctions interconnecting with the highway route. For strategic journeys, the enhanced corridor would offer an alternative for travelling between the Vale/ Barry area and the Rhondda Valleys, and from west of M4 Junction 34, thus reducing journey times on the strategic network. **There is also the potential, if active travel measures are delivered, that additional benefits to walkers and cyclists through enhanced infrastructure provision.** The level of journey time savings to users of the offline options totals £138M (as forecast using the traffic model) which represents a substantial beneficial improvement.  With regard to **access to services and employment**, the traffic modelling completed to assess the offline route options has quantified user and provider benefits (£000’s PVB 2010 prices discounted to 2010) for the new link totalling £36M for commuters, £52M for business and £49.8M for other consumers than commuters or business. This indicates that a new strategic highway route would afford significant benefits for access to work and for businesses in the region. This would include accessibility to strategic sites in the region including the three sites identified as the Cardiff Airport to St Athan Enterprise Zone (EZ) encompassing Cardiff Airport, St Athan Aerospace Business Park and Gateway Development Zone, as well as employment sites at M4 Junction 34 and ‘sub-regional’ employment opportunities particularly along the A4119 corridor, at the Mwyndy/ Talbot Green strategic site, and the Llanilid strategic opportunity corridor, by providing a new link with reduced journey times and improved journey time reliability.  As highlighted within the Welsh Government PBA report, ‘Vale of Glamorgan Connectivity Study – The Case for Change (2017)’, the proposed commercial developments at the Cardiff Airport to St Athan EZ represent an investment of strategic significance in the Vale of Glamorgan with the Vale of Glamorgan Local Development Plan identifying the need for transport connectivity improvements if the potential of these strategic sites is to be maximised. Furthermore, the report identifies that *‘facilitating the travel-to-work market, business-to-business interactions and freight movements will require a transport network which facilitates efficient movement to, from and within the Vale of Glamorgan’* for which the proposed offline options could establish significant value.  Improved highway conditions are anticipated to promote the development of more sustainable transport modes for access to employment. It would enable bus services to be enhanced between the A4119 corridor and employment sites in the Vale by providing a suitable highway connection. The supporting Welsh Government PBA report referenced within the WelTAG documentation concludes that *‘improving the transport connectivity of the Vale of Glamorgan is considered necessary to support national, regional and local economic performance.’*  Whilst the improved highway conditions associated with the online options would also enhance the local road network through the Pendoylan corridor and promote the development of more sustainable transport modes for access to services and employment, the benefits are anticipated to be less than those forecast for the offline route proposals given the applied 30mph design speed and retention of the existing road through Pendoylan and Clawdd-Coch – the latter of which would retain interfaces with existing junctions and site access points, on-street parking and key land-uses including Pendoylan Church in Wales Primary School. |
| **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 and does it change the resilience of the transport system | The review of **noise** impacts is not yet quantifiable in the absence of quantitative data, but a minor adverse impact is considered reasonable to assume for all four proposals options whilst also noting the impacts from short-term construction noise associated with the new route. In most cases mitigation measures should be available to alleviate any associated short and long-term noise pollution, but this would need to be considered against the potential to establish adverse landscape impacts (e.g., implementation of noise bunds). The traffic noise impacts would need to be modelled in accordance with DMRB to quantify the noise impacts and consider the detailed propagation path for the options. This would allow for a detailed comparison of the proposed alignments against the existing road layout (do-minimum) and quantify the number of properties that are adversely affected, as well as the number of properties that benefit from the respective options. Further subjective analysis is included with the existing WelTAG documentation.  A review of **biodiversity** impacts has been included within the WelTAG documentation using a desk study and extended Phase 1 habitat survey completed at the Two Plus stage, culminating in the completion of a comprehensive Preliminary Ecological Appraisal study to inform the study. This analysis has confirmed the anticipated impacts of the options on sites designated for nature conservation, priority habitats and species and other ecological features. The impacts vary between the offline (moderate adverse) and online (minor adverse) options, although it is anticipated at this stage that the impacts can be mitigated via the implementation of standard techniques in accordance with best practice guidelines. Further ecological surveys would be required at the next stage of assessment to fully establish baseline conditions within the study area, allowing for the accurate and complete assessment of impacts and the design of an appropriate mitigation strategy for the scheme.  The WelTAG Stage Two Plus has completed an initial flood modelling exercise to consider the impacts on **water environment**, focussing principally on the two offline highway options that cross the River Ely and intersect its floodplain (Flood Zones B and C2) at two locations. The existing River Ely model has subsequently been updated to be capable of informing baseline flood risk in the area of interest and testing the proposed scheme designs. All results are included within an accompanying River Ely Hydraulic Modelling report.  The results indicate that only the northern area of interest, where all alignments follow the same route, is shown to identify a change in peak flood level for the 1% AEP +CC event. This illustrates how the Scheme causes flood water to pond behind it, increasing water levels in this location by up to 450mm. For the 1% AEP, peak water levels are increased by up to 550mm and for the 0.1% AEP event, by up to 400mm. The peak flow at the proposed location of the scheme does not change significantly from the baseline.  The impacts of this predicted increase in flood risk should be reviewed in detail, and options and requirements for mitigation discussed with NRW and the Client in order to inform a Flood Consequence Analysis (FCA) to be undertaken at the detailed design phase. The mitigation options may include flood relief culverts under the proposed road. In addition, the results are likely to be impacted by the inclusion of the two structures which exist under the existing unnamed road (located to east of the proposed road), in the baseline model. Modelling of these structures could potentially change the magnitude of the impact that the Scheme has on water levels in the area.  In the southern area of interest, the East alignment just touches the edge of the floodplain for all modelled events therefore the impact on floodplain storage is negligible. Consequently, there is no impact on flood levels and flows for any event. Due to there being no significant impact in the southern area of interest there is no obvious preference for either of the offline alignments from a flood risk perspective.  In terms of water quality, the Ely and its tributaries are WFD waterbodies and the reach in the study area in the second cycle achieved status of Bad ecological status and Fail regarding chemical quality. The WFD groundwater body underlying the route is the South East Valleys Southern Devonian Old Red Sandstone and Triassic Mercia Mudstone. This waterbody achieves Good status in terms of both groundwater quality and quantity. With regards to aquifers, there are no groundwater Source Protection Zones along the offline alignments or in proximity to it. Potential for effects is likely to be relatively limited, there would be some scope for impacts if the new offline highways were drained to ground via soakaways (rather than discharges to watercourses), or if there were sections in cut (which may trigger the need for groundwater control measures e.g., dewatering).  Whilst the options do not retain specific measures to enhance public transport with regard to **option and non-option values**, an enhanced highway network through the transport corridor affords significant potential to establish robust journey times and journey time reliability for public transport services. These improved highway conditions are anticipated to assist the development of bus services, although at the same time facilitating car use. The implementation of integral walking and cycling infrastructure also affords opportunity for alternate modes of travel away from use of the private car. A score of moderate beneficial is therefore considered reasonable within the context of the proposed option for the offline options, and slight beneficial for the online options. |
| **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 * Air quality: are there changes in air quality * Health impact assessment | **With the exception of Option C2 that does not include an integral Active Travel route, it is expected that a new or enhanced highway route would have a slight beneficial impact on physical activity**. All public rights will be retained regardless of which option would be preferred, including where roads are severed as a result of the offline proposals.  With the exception of Option C2, all options are anticipated to positively impact road safety conditions/ **accidents** through the Pendoylan corridor. This is predominantly in relation to new/ enhanced roads designed to current DMRB highway standards. With regard to the offline options, the economic appraisal results show positive scheme benefits with a reduction in accident cost of £16.6m, over the 60-year period in 2010 prices with a reduction of 446 accidents (9% reduction compared to the Do-Minimum).  A review of **security** has been completed in line with TAG Unit A4.1.4 (Security Impacts) to assess the implementation of the proposals. In summary, a moderate beneficial impact is considered reasonable for the offline options given the new road will be DMRB compliant with improvements to several factors including lighting and visibility, landscaping, informal surveillance and site perimeters. Slight beneficial impacts are considered viable for the online options.  It is anticipated that the implementation of a new highway route east/ west of Pendoylan would establish large beneficial improvements in **journey quality** in comparison to the do-minimum scenario with enhancements to traveller’s care, views and stress. The broadly qualitative assessment completed using DMRB 11.3.9.2 (travellers’ views) and 11.3.9.3/4 (traveller stress) has subsequently been considered alongside traveller care elements noted within TAG Unit A4.1.6 (Journey Quality Impacts). It is noted that these DMRB Volume 11 Section 3 Part 9 references are now withdrawn, although the appraisal has been completed in line with the existing TAG Unit A4.1.6 guidance. Moderate and slight benefits are identified for the online options – reduced impacts are broadly related to the retention of a 30mph speed limit and sections of the online road remaining non-compliant to DMRB standards. More detailed consideration of the options is retained with the WelTAG documentations.  Based upon the 2018 Air Quality Progress (APR) Report for the Vale of Glamorgan, the APR confirms that in 2017 **air quality** within the Vale of Glamorgan continues to meet the relevant air quality objectives. From the 47 locations monitored throughout the Vale Borough with the use of passive diffusion tubes, no sites breach the national NO2 annual objective of 40µg/m3 or the NO2 1-hour objective (200µg/m3, not to be exceeded more than 18 times per year). Based on the 2017 datasets it can be concluded that the NO2 1-hour objective was not breached. There are no Air Quality Management Areas (AQMAs) within or near to the project’s study area.  Implementation of a new highway route has the potential to improve local air quality through Pendoylan village with a reduction in local traffic flows forecast, plus the potential for existing car trips to divert to public transport as a result of improved journey times and journey time reliability. It could also have the effect of reducing congestion and air quality issues at Culverhouse Cross by diverting traffic onto the new link. In contrast, a new proposed alignment is forecast to significantly increase traffic flows through the Pendoylan corridor with the potential to establish adverse air quality in the vicinity of a new link.  Implementation of an enhanced online route has the potential to deteriorate local air quality through Pendoylan village with an increase in local traffic flows assumed. There is potential for existing car trips to divert to public transport as a result of improved journey times and journey time reliability.  The potential for adverse air quality is most likely to occur at the key junctions north and south of the proposed route. The impact of construction on managing air quality/ dust as well as vibration impacts would also need to be considered.  No formal **Health Impact Assessment** has been completed to date, although this will be completed as part of the proposed WelTAG scope of works. |
| **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 | With regard to **affordability,** the potential to divert trips from the car to public transport as a result of likely improved journey time and journey time reliability for buses is mitigated by the potential for the option to retain the car as the dominant mode of travel in the region. A neutral impact is envisaged for all options. Further consideration of **equality and diversity** is included as part of the WelTAG scope of works. |
| **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 regularly use * Rural impact assessment | A new offline route by-passing Pendoylan and Clawdd-Coch is anticipated to reduce traffic flow through the small settlements with the potential to lessen the impact of **severance**. In line with TAG Unit A4.1.5 (Severance Impacts) a slight positive impact is anticipated with less than 200 residents estimated to benefit from any reductions in traffic flow. There are several public rights of way affecting the proposed route alignment, although it is anticipated that all crossings will be rationalised by public right of way re-alignment and provision of crossing points under/ over the proposed routes to maintain existing connectivity. Culverts have been proposed where public rights of way cross the proposed bypass at in-fill sections, and where it crosses through cut sections 3m wide bridges have been assumed. It is not anticipated that a new offline route will lead to severance issues as existing routes and connections are to be retained.  In contrast, an enhanced online route is anticipated to increase traffic flow through the settlements of Pendoylan and Clawdd-Coch with the potential to heighten the impact of severance. In line with TAG Unit A4.1.5 (Severance Impacts) a slight adverse impact is anticipated with less than 200 residents estimated to be adversely affected from any increases in traffic flow. There are several public rights of way interconnecting with the existing route, although no long-term adverse impacts are anticipated as connections would be retained with the potential for local enhancements at access points. |
| **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 | The proposals for an enhanced highway network will involve the creation of a corridor of disturbance running from M4 Junction 34 to the A48, with the potential to establish a moderate adverse impact for all options on the surrounding **landscape**. The options will require the felling of trees and the removal of hedgerows, together with some disruption of the field pattern, although it is assumed that replacement tree and hedgerow planting will be an integral part of the proposal for all options. The greatest impacts will be during the construction stage but will be of relatively short duration. It is considered that once replacement planting is established, adverse impacts on the landscape are likely to be reduced.  Area assessed with regard to **townscape** – Pendoylan village using the Vale of Glamorgan Pendoylan Conservation Area Appraisal and Management Plan (2009).   * Both offline routes by-pass the largest built up area (Pendoylan) and thus is unlikely to have any direct and indirect impacts on the townscape of the village. Either alignment would divert traffic away from Pendoylan by providing a route that would by-pass the village, this would have a beneficial impact on the setting of the village as traffic would be taken away from the rural settlement. This would help in keeping with the heritage feel of the village. Should there be inter-visibility of the alignment from Pendoylan this could have adverse impact to the setting of the townscape. * Both online options broadly utilise the existing network, although Option C1 does retain a greater number of minor offline sections. However, the road sections through Pendoylan and Clawdd-Coch would not be upgraded as part of either online option due to restrictions on space through the village and thus is unlikely to have any direct impacts on the townscape of the village. Both online alignments are anticipated to increase traffic through Pendoylan as a result of the enhanced road. This could have an indirect slight adverse impact on the cultural and human interaction aspects of the townscape character as the increased traffic could diminish the appreciation and interaction with the heritage townscape of the village.   A desk-based assessment of the **historic environment** impacts has been undertaken as part of the existing WelTAG Stage Two Plus study. This has considered scheduled monuments, non-designated assets, archaeological remains, heritage assets, modern assets, listed buildings and registered parks and gardens. The impacts are dependent on each site location, although these scores are currently minor adverse for all four proposed options.  The Vale of Glamorgan Council stated in the Local Development Plan that *‘having assessed the densities of* ***Welsh language*** *use across the Vale of Glamorgan it is not considered to be an issue which requires addressing in the Plan. As a result, the proposals contained in the LDP are not considered to have a detrimental impact upon the Welsh language and culture or materially affect the linguistic balance of the Vale of Glamorgan or the communities within the Vale of Glamorgan.’* Subsequently, it is considered there would a neutral impact on the Welsh language from the highway options. |
| **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.  The change in **greenhouse gas** emissions with the offline road link options compared to the Do-Minimum has been calculated as an output of the traffic modelling. This gives a benefit valued at £1.1M. The reduction in emissions will be based on the reduced overall journey distances. Further greenhouse gas/ carbon analysis is proposed as part of this funding application. |

**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.

|  |
| --- |
| How the project is to be delivered would be determined if the Project is progressed to WelTAG Stage Three, however the three options available are to Procure an ECI Contractor, procure a Build Only Contractor and a separate designer to conduct the employers design or to Procure via a Design and Build Contract. Whichever procurement method is chosen, the project would align with the Welsh Government Approvals Process. The KSA process provides a staged financial approval system to manage the process of projects from inception, through to construction and initial maintenance and complies with the principles of PRINCE2 project management.  Depending on the type of procurement method used for further design and construction, the anticipated core parties involved in the delivery of the project would be: The Employer | Representing the Vale of Glamorgan Council and The Employer’s Agent | Acting as the Vale of Glamorgan Council’s representative, providing financial, project management, contract and technical advice throughout the project.  To ensure the management of stakeholders and communication on the project is managed correctly, a Communications Plan should be drafted which identifies how all communications between project team members and external parties will be managed. All parties adhering to the communications plan should ensure that the needs of the Employer are met, and the project is delivered successfully.  Risk will be managed on the project in accordance with the procedures set out in the latest version of the Value for Money Manual – Risk Analysis and Management. A risk workshop should be conducted early in WelTAG Stage Three. A Risk Register should then be developed and reviewed and updated (where required) as a minimum every 3 months throughout the project’s duration. |

**4. FINANCIAL CASE**

**Financial expenditure profile**

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

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Pre 2021/22** | **2021/22** | **2022/23** | **2023/24** | **2024/25** | **Later** | **Total** |
| Surveys |  |  |  |  |  |  |  |
| Design – GRIP and WelTAG |  | **115,000** |  |  |  |  |  |
| Land Purchase |  |  |  |  |  |  |  |
| Accommodation Works |  |  |  |  |  |  |  |
| Construction |  |  |  |  |  |  |  |
| Project Management |  |  |  |  |  |  |  |
| Monitoring and Evaluation |  |  |  |  |  |  |  |
| Promotion |  |  |  |  |  |  |  |
| **GROSS TOTAL** |  | **115,000** | **TBC for WelTAG Stage 3** |  |  |  |  |
| Match funding amount, percentage contribution and funding source(s)  *(insert name of organisation*) |  |  |  |  |  |  |  |
| **NET TOTAL** |  | **115,000** | **TBC for 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 FY2021-22 Expenditure (in £000s)** | | | |
| **Quarter 1** | **Quarter 2** | **Quarter 3** | **Quarter 4** |
| Surveys |  |  |  |  |
| Design – GRIP and WelTAG | **28,750** | **28,750** | **28,750** | **28,750** |
| Land Purchase |  |  |  |  |
| Accommodation Works |  |  |  |  |
| Construction |  |  |  |  |
| Project Management |  |  |  |  |
| Monitoring and Evaluation |  |  |  |  |
| Promotion |  |  |  |  |
| **GROSS TOTAL** | **28,750** | **28,750** | **28,750** | **28,750** |
| Match funding amount, percentage contribution and source(s) *(insert name of organisation*) |  |  |  |  |
| **NET TOTAL** | **28,750** | **28,750** | **28,750** | **28,750** |

**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?

|  |
| --- |
| The Council in conjunction with Arcadis Consultants are in the process of completing a WelTAG Stage Two Plus study and **additional Stage Two work is sought as part of this funding application**. Before any progression to the next stages of work, study will need to gain necessary approvals to progress. |

**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?

|  |
| --- |
| Monitoring that would be required to be undertaken during the life of the project is outlined below:   * Environmental aftercare * Annual Environmental Performance and Monitoring Report (AEPMR) * Health and Safety File * Safety audits following completion of design and then construction works   WelTAG 2017 includes the requirement for a detailed monitoring and evaluation plan to be drawn up at any Stage Three. This plan would describe what evidence would be used in the project’s evaluation report and how it will be collected. Evidence is required on the actual inputs used when implementing the scheme and during its on-going operation, what was actually delivered, the impacts experienced, to what extent the intervention met its objectives and how they were achieved. A monitoring and evaluation plan will therefore 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.

|  |
| --- |
| n/a |