


**WELSH GOVERNMENT SAFE ROUTES IN COMMUNITIES FY2021-22
SCHEME APPLICATION FORM**

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

Local Authority	Vale of Glamorgan Council
Scheme Name	Fairfield Primary School Community Street Design Project
Scheme Priority Rank Number	1 of 2
School Streets Scheme	Yes / No
Existing or New Scheme	New (funded through Core AT 20/21)
Date of Scheme	Start October 2020 Estimated Completion – August 2021
Funding required for 2021-22	£761,650 <i>(but 3 separate packages so happy to accept part funding)</i>
Total funding required to complete scheme from 2022-2023 onwards	0
Project Manager Contact Name	Kyle Phillips
Contact Telephone	02920 673130
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Authorised by (e.g. Head of Finance or Transport Services)	Name: Emma Reed Job Title: Head of Neighbourhood Services and Transport Signature: 

SCHEME DESCRIPTION

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

For many years there have been issues with congestion and parking on Dryden Road and the surrounding streets and these present an obstacle for residents, parents, students and the school.

The school have an Active Travel Officer and have good levels of cycle and scooter storage, yet the level of pupils being brought to school in the car remains high.

In September 2020 Sustrans Cymru were awarded a contract through the Core Allocation Active Travel Fund to deliver a Community Street Design at Fairfield Primary School. The aim of this project is to encourage and facilitate active travel to school by combining infrastructure improvements and behaviour change to create a safer environment.

Their brief was:

- work with residents to get their involvement in re-designing their street;
- re-design the street to make it safer for pupils to actively travel to school;
- raise awareness amongst children, staff, parents and governors on the benefits of active travel;
- engage children in activities encouraging and enabling uptake of active travel;
- create a whole school culture of active travel within project schools that can be sustained over time;
- provide the Council with a future model for creating safer routes to other schools.

Fairfield Primary School is in a residential area of Penarth and has approx. 320 pupils and 14% of these live outside of the Vale of Glamorgan Council Authority:



Fairfield Primary School have an Active Travel Officer and are an 'Active Travel School' and have worked closely with Sustrans over recent years to reduce the number of vehicle drop offs. They took part in the 'Big Shift' challenge and in the 18/19 academic year there was an increase from 38% of pupils travelling actively to finishing the year with 74% earning them the 'Giant Leap' achievement.

Sustrans Cymru worked through Covid combining socially distanced face to face and digital engagement resulting in the following taking place:

- 4 student workshops with pupils in the school – publicised through their newsletter
- 2 drop in sessions with parents and the community and school staff
- 2 letter drops (prior to drop in sessions) and on-line consultation with residents of Dryden Road and the wider community
- communication with Local Councillors
- camera survey of Dryden Road to collect baseline data

- postcode data of students mapped with potential route networks assigned using GIS
- promotion of the project through social media, for example Twitter
- an online consultation <https://fairfield-sustrans-uk.hub.arcgis.com/> that identified three key areas around the school:
 - Dryden Road
 - Wordsworth Avenue
 - Tennyson Road

Meetings have been held between the Council Highways, Traffic, Active Travel and Design teams with Sustrans Cymru and the following proposals for each area have been designed and costed:

Dryden Road – to be delivered FY21/22 – **priority 1 £124,400 (minus £30k if separate camera application is approved)**

- Removal of unnecessary guardrail to give more pavement space
- Informal crossings
- Installation of a few place making bollards to prevent pavement parking
- Installation of a traffic enforcement camera (with the plan to move to a ‘school street’ in future years)

Wordsworth Avenue – to be delivered FY21/22 – **priority 2 £437,000**

- Junction improvements along Wordsworth Avenue
- Rain gardens on improved junctions – to be planted and maintained by the school or local volunteers
- Bollard installation on Dryden Road and Tennyson Road to prevent parents parking on junctions
- Resurface existing road and include a median strip

Tennyson Road – further consultation and design required on this throughout early Q1 FY21/22 but plans to implement within year – **priority 3 £200,250**

- Seating
- Parking to accommodate vehicles from out of catchment pupils (and to allow a ‘walking bus’)
- Structures for the children to explore and want to visit on their journey to school
- Cycle racks

<ul style="list-style-type: none"> Possible location of a nextbike docking station to enable the hire of e-bikes

Name of school/s on which the scheme is focused	Number of pupils
Fairfield Primary School	320 pupils

Is the scheme in a designated locality under the Active Travel Act?

Yes	No
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If yes, is it included in your Existing Routes Map or your Integrated Network Map? If yes, please show the route reference, taken from the Active Travel Mapping System and describe how the scheme fits into your existing or planned active travel network.

Route Reference:
VALE-PROP-PEN-P130 along Wordsworth Avenue and Dryden Road for pedestrianised improvements. VALE-PROP-PEN-C260 along Wordsworth Avenue for cycling infrastructure.

If the scheme is in a designated locality, but does not link to an existing or planned active travel route, please provide evidence why your scheme should be considered for funding:

n/a

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Sustainable Development Principle

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

PLEASE ONLY PROVIDE INFORMATION RELATED TO YOUR SCHEME

The Five Ways of Working	
Long Term – please describe how you have considered long term needs related to your scheme. What are the impacts of your scheme on future generations?	The proposals will assist with the Well-Being and Future Generations Act goals for a healthier Wales and a more cohesive Wales by improving active travel and instilling an active behaviour into pupils from a young age.
Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or	<p>Since 2009 various ideas have been considered and implemented in this area. Long lengths of guard rail extend along Dryden Road to prevent pavement parking, but analysis of camera surveys have shown that this means parents and children are congested on the footways and have limited crossing opportunities.</p> <p>School Keep Clear markings have been installed but without continued enforcement these are often ignored. Funding is being sought this FY through this application for the purchase of portable cameras for enforcement.</p> <p>The school have worked with Sustrans Cymru and the LA on increasing levels of active travel by being an Active School and participating in mapping exercises.</p>

<p>occurring in the first place.</p>	<p>Better infrastructure is required to meet the Active Travel Design Guidance for the whole community, both now and for the future.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The current infrastructure is substandard, and the Police have been involved in incidents in relation to traffic congestion and parking issues around the primary school alongside perceived speeding issues. The Council Road Safety Team has worked with the school to provide education to the children to safely walk and cycle to school. The Council has worked with the Police, the Community, the school and the public in relation to addressing road safety concerns, all of which have an interest in ensuring the goals within the Well-Being Act are met.</p> <p>The NHS recognises the potential contribution of everyday physical activity, including walking and cycling, to health. This has been acknowledged by both the Department of Health and the Department for Transport. Walking and cycling have decreased over the years which may have contributed to a reduction in physical activity. All forms of transport influence physical activity either directly or indirectly and so offer the potential for increasing levels of physical activity (UCL 2011). The Public Health Wales Strategy 2019 (https://www.wales.nhs.uk/sitesplus/documents/888/Our%20Strategic%20Plan%20%28IMTP%29%202019-2022%20V1.pdf) identified the need to educate the public to empower themselves to remain healthy and one way of doing this is by encouraging them to use physical activity by means of walking and cycling as a daily lifestyle choice. With 73% of the working population of the Vale of Glamorgan commuting by car (2011 census), it is a key transport priority for the Council to encourage the public to travel more sustainably. The Council will continue to work with the Cardiff and Vale Health Board to promote and encourage safer, healthier and sustainable travel. (<i>Action S03.4 – By 2022 we will have worked with others to achieve demonstrable increases in the proportion of children who actively travel to school.</i>)</p>
<p>Collaboration – please describe who you</p>	<p>Sustrans Cymru – awarded contract by LA, they worked with LA, school, Councillors, parents and the community in developing scheme</p>

collaborated with and how, in the development and appraisal your scheme.

Internal Council – officers from Highways, Traffic, Design & Construction and Active Travel – agreed on measures to develop for design with Sustrans and then on the final design

School – worked with Head, teachers and pupils to arrange class sessions with pupils and to discuss plans (all through the challenges of Covid). The concept designs were shared with the school and the following comments were received:

“The changes look great in terms of improving the provision for children to walk or cycle/scoot safely to school, and I'm sure will have a great impact on the number of pupils adapting to an improved method of transport to school.

The improved pavements as walkways will encourage children to walk or scoot, along with improved crossing areas.

This will reduce the number of vehicles currently 'visiting' our school area to drop children off, which will have a marked increase in safety of children arriving at school. Sadly, there have been a number of 'near misses' of children being hit by cars as they reverse into drive ways to turn, or as children cross the road near entrances and drivers aren't focusing on the road in front.

In addition, the health of pupils will be increased, along with reducing air pollution.

As several children attend Fairfield from out of catchment, it is important to have the facility for parents to park safely away from school entrances. With the addition of a walking bus, this will again ensure the immediate area around school is safer for the children.

*These proposals are an excellent way forward in improving the health and safety of the children at Fairfield School - **Sian Lewis, Headteacher**”*

*“The children of Fairfield have been telling us over a number of years now, about their concerns for their safety when travelling to and from school. Although we do have a large proportion of children carrying out 'Active Journeys' to school each day either on foot or bike etc, others have indicated that they would if they felt safer. The proposed changes look to be addressing these areas of concern and should create an improved and safer environment for our children whilst travelling to school” - **Elaine Herbert, Staff Member - lead of EcoCommittee'***

Residents – workshop held with Sustrans and online consultation to discuss local issues

	<p>Local Councillors – advised of scheme and fully supported by Cabinet member for Neighbourhood Services and Transport</p>
<p>Safe Routes in Communities schemes and in particular School Street schemes are most successful where they have been developed with close involvement of pupils, parents, school staff and the wider community. We want to see involvement and collaborative design from the early stages of scheme development, wherever possible.</p>	
<p>Involvement – please describe who you have involved, when and how, in the development and appraisal of your scheme. You can include examples as an annex.</p>	<ul style="list-style-type: none"> • 4 student workshops with pupils held in the school which also included teachers, staff from Sustrans and a Council officer • 1 workshop with the school staff • 1 workshop with parents • 1 workshop with residents and members from the community • letter drops and consultation with residents of Dryden Road telling them how they can get involved • communication with Local Councillors • camera survey of Dryden Road to collect baseline data • an online consultation https://fairfield-sustrans-uk.hub.arcgis.com/ publicised locally • meetings with Sustrans officers and Council officers to discuss proposals prior to concept design • internal Council meetings to finalise plans for costing and submission of bid to WG

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change

<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>Fairfield School is in the Cornerswell Ward of Penarth and has a population circa 5,300 and Penarth has a population of approximately 22,982. The scheme would benefit a large part of the community as the routes are access routes to the local train stations, the town centre, the local shops, the primary school and the two secondary schools, as well as being used to access public transport to travel further afield, i.e. the Welsh and Religious schools, hospital and Cardiff.</p> <p>The current problems identified are:</p> <ul style="list-style-type: none">• Too many cars around the school entrance• Increased traffic in the school vicinity around school hours• Inappropriate parking when pupils are being picked up/dropped off• Amount and perceived speed of traffic in the school vicinity <p>Baseline data - Traffic flows:</p> <p><u>Dryden Road</u></p> <p>Northbound Traffic Flows:</p> <ul style="list-style-type: none">a) 24 hour traffic volume: 100 vehicles;b) Morning (08:00 to 09:00) traffic volume: 14 vehicles;c) Evening (15:00 to 16:00) traffic volume: 13 vehicles; <p>Southbound Traffic Flows:</p> <ul style="list-style-type: none">a) 24 hour traffic volume: 211 vehicles;b) Morning (08:00 to 09:00) traffic volume: 52 vehicles;c) Evening (15:00 to 16:00) traffic volume: 59 vehicles; <p><u>Wordsworth Avenue</u></p> <p>Westbound Traffic Flows and Speeds:</p> <ul style="list-style-type: none">a) 24 hour traffic volume: 1,253 vehicles;b) Morning (08:00 to 09:00) traffic volume: 105 vehicles;
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- c) Evening (15:00 to 16:00) traffic volume: 129 vehicles;
Eastbound Traffic Flows:
a) 24 hour traffic volume: 1,337 vehicles;
b) Morning (08:00 to 09:00) traffic volume: 117 vehicles;
c) Evening (15:00 to 16:00) traffic volume: 124 vehicles;

Baseline data - Traffic speeds:

Dryden Road

Northbound Traffic Speeds:

- a) 24 hour 85th percentile speed: 17.7 mph;
b) Morning (08:00 to 09:00) 85th percentile speed: 12.6 mph;
c) Evening (15:00 to 16:00) 85th percentile speed: 12.0 mph;

Southbound Traffic Speeds:

- a) 24 hour 85th percentile speed: 17.7 mph;
b) Morning (08:00 to 09:00) 85th percentile speed: 12.6 mph;
c) Evening (15:00 to 16:00) 85th percentile speed: 13.1 mph;

Wordsworth Avenue

Westbound Traffic Flows Speeds:

- a) 24 hour 85th percentile speed: 28.7 mph;
b) Morning (08:00 to 09:00) 85th percentile speed: 29.1 mph;
c) Evening (15:00 to 16:00) 85th percentile speed: 26.5 mph;

Eastbound Traffic Speeds:

- a) 24 hour 85th percentile speed: 29.4 mph;
b) Morning (08:00 to 09:00) 85th percentile speed: 29.0 mph;

If no action is taken then this route will remain unattractive for active travel and the school will continue to have problems with parking around the gate which is a health and safety concern for parents, pupils, the school and residents.

The Vale of Glamorgan has higher levels of CO2 emissions per resident, 8.80 tonnes, than the Welsh average of 8.00 tonnes (VoG Corporate Plan 2020-2025). To assist the Council to achieve objective 3 of the Corporate Plan they have pledged to 'provide more opportunities for everyday cycling and walking and work with our partners to develop a range of travel options to encourage people out of their cars'.

<https://www.valeofglamorgan.gov.uk/Documents/Our%20Council/Achieving%20our%20vision/Corporate-Plan/Corporate-Plan-2020-25/Corporate-Plan-2020-2025.pdf>

Junction improvements – narrowing of existing junctions and installing rain gardens along Wordsworth Avenue (*picture below shows similar scheme in Grangetown, Cardiff*)



Scheme outputs

What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section). For example, what will be the length of route, what other improvements or facilities are being created

Informal crossings along Dryden Road (*example below from Enfield Council*):



Removal of extraneous guardrail - unnecessary obstructions on the footway (*pictures below are existing guardrail on Dryden Road*)



Installation of nonstandard bollards – to stop pavement parking but be attractive to residents (*picture below from Sustrans project at St Davids School, Newport*)



Installation of camera for monitoring by the Councils enforcement team (*example below fixed to lamppost*)



Objectives of scheme:

- To increase the number of active journeys being undertaken by 25% within 1 years of scheme completion.
- To reduce the number of cars along Dryden Road by 30% within one year of completion.
- To improve people's perception of the safety of the route among primary school children and parents within six months of completion.
- To encourage walking and cycling as the preferred means of travel to all areas within Penarth, but particularly to the school
- To facilitate the continuity of travel patterns, between Primary and Secondary school, by ensuring good cycling and walking links between the primary school catchment areas and the comprehensive school site.
- To reduce CO2 emissions
- To encourage the level of fitness for the whole community
- To reduce the risk of accidents throughout the community
- To establish safe walking and cycling routes to school and other facilities

The Council will promote the scheme by continuing road safety education to include Kerbcraft, Cycling (National Standards level 1 and 2 on road), JRSO. The Council will also promote walk to work/school week, bike week and road safety week and by support any further national campaigns for road safety and sustainable travel. The Council also are in discussions to launch the Living Streets WOW project and Fairfield Primary school have requested to be involved in this. Additional training for adult cyclists within the community and activities to promote the scheme are also planned as part of the overall package to enhance its impact.

<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>The Active Travel (Wales) Act 2013 - The purpose of this Act is to require local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use. This scheme will address two of the identified routes within the Active Travel INM as submitted to WG in November 2017. INM references: VALE-PROP-PEN-P130 and VALE-PROP-PEN-C260.</p> <p>The Vale of Glamorgan adopted Local Transport Plan (LTP) 2015-2030 Plan: The LTP recognises that SRiC schemes will be promoted to provide effective and affordable transport opportunities and infrastructure to enable the best opportunities to encourage active and safe travel. It states that Road Safety education, training and publicity will be provided to encourage safer, healthier and sustainable travel. The school have worked closely with the Councils Road Safety Team for many years and this will continue. The LTP recognises the need to deliver existing safe routes in communities schemes identified by schools and encourage more schemes to come forward for consideration and implementation and to deliver AT routes in accordance with legislation.</p> <p>Fairfield Primary School Travel Plan – the school travel plan identified the need for creating a safer environment on Dryden Road for cyclists and pedestrians. The Council have provided additional cycle and scooter storage in order to provide a safe space for children to use their items and encourage active travel to school. Subject to funding this school will receive 4 bikes to enable Year 5 and Year 6 to complete National Cycle Training Levels 1 and 2.</p> <p>Public Health Wales Strategy (2019) - Public Health Wales agreed its Strategy in 2019 to ensure <i>a healthier, happier and fairer Wales</i>. Its aim is to <i>protect and improve health and wellbeing and reduce health inequalities</i>. In its Strategy, it recognises that <i>Local Government is vital to health and wellbeing, through for example, its education, housing and environmental services and, of course, through social care. The NHS will involve it better in planning services and draw on its flexibility and creativity to extend the range, quality and effectiveness of services available locally</i>. The Vale of</p>
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Glamorgan Council will continue its engagement and partnerships with the NHS to assist in achieving its mutual goals. This is currently achieved through the following partnerships:

- Food & Physical Activities Partnership
- Healthy Schools
- School Children's Health Improvement Project (SCHIP)
- Play Sufficiency Assessment & Action Plan
- Vale Sport (LAPA) Plan


The Council will continue to work with the Cardiff and Vale Health Board to promote and encourage safer, healthier and sustainable travel. (*Action S03.4 – By 2022 we will have worked with others to achieve demonstrable increases in the proportion of children who actively travel to school.*)

Vale of Glamorgan Public Service's Board Plan – This scheme will contribute to achieving Well-Being Objective 4 Protect, enhance and value our environment:

(<https://www.valepsb.wales/Documents/Wellbeing-Plan/Full-Online-Version-Master.pdf>)

The Vale of Glamorgan Council joined the PSB partners in launching the Healthy Travel Charter in October 2019 which means we will support all staff, including staff in schools, to use healthy travel to and from work. We also launched the Move More, Eat Well Plan 2020-2023 that has a priority action area (3.3) to further develop and maintain cycling and walking infrastructure, measured by the number of new cycleways opened and also (9.3) to increase physical activity in older people in communities with highest need. <https://movemoreeatwell.co.uk/>

Having launched the first e-bike cycle hire scheme in the Penarth area which links to the Cardiff cycle hire scheme, and with Penarth and Cardiff being in close proximity to each other, we have an aspiration to enhance our active travel links in this area.

	<p>The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. How does your scheme fit with your local well-being goals/objectives? <i>Refer to your local PSB Well-being Plan and Assessment and your own local authority Well-being plan.</i></p> <p>https://www.valepsb.wales/Documents/Wellbeing-Plan/Full-Online-Version-Master.pdf</p>	
<p>Local Well-Being Objectives</p>	<p>Scheme Contribution (max. 400 words for each objective)</p>	
<p><i>Identify your local well-being objectives and insert here</i></p>	<p><i>How does your scheme contribute to each of your local well-being objectives?</i></p>	
<p>To enable people to get involved, participate in their local communities and shape services</p>	<p>The vision for this objective is to ensure <i>‘everyone across the Vale has their voice heard, has the opportunity to get involved in shaping local services and is confident that they are listened to and can see the difference that their involvement has made’.</i></p> <p>This scheme has seen involvement from pupils, teachers, parents, residents, Councillors and the local community. Success is measured by communities being empowered with greater capacity to help deliver local solutions to local issues. In developing this scheme, we have allowed people in the area to have a voice and provided opportunities for engagement activities linked to the local environment.</p> <p>The consultation responses received as a result of the process has provided staff with the opportunity to develop more insight into the communities they serve.</p>	
<p>To reduce poverty and tackle inequalities linked to deprivation</p>	<p>The Council will promote healthy behaviour messages, recognising the need to adapt our approaches to reach different population groups including older people, young people and those in deprived areas. The school is in an area of Penarth that is classed as being deprived.</p>	

	<p>This scheme has involved working with residents to identify and deliver an environmental project, recognising the opportunities for community participation and the links between the environment, physical activity and well-being.</p> <p>This project has allowed us to consider how we can improve the environment to support and encourage outdoor play and active travel in some of our more deprived areas through transport improvement schemes and potentially initiate street closures for play.</p> <p>Success by 2023 will be measured by showing how we have:</p> <ul style="list-style-type: none"> • Improvements in healthy life expectancy in our most deprived areas and across a range of health indicators. • Residents have a better understanding of the contribution the environment can make to their well-being and partners work together to protect and improve the environment. • A sustainable environmental project which brings a range of well-being benefits to the local community (e.g. health, new skills, confidence) and which can inform work in other areas.
<p>To give children the best start in life</p>	<p>Research shows that ensuring all children have the best start in life is the best way to prevent the long-term implications of a poor experience in the early years and ensure we build strong and resilient individuals, families and communities.</p> <p>The Councils PSB assessment found that the Vale performs well in relation to health outcomes, with the percentage of reception age children in the Vale of Glamorgan who are overweight or obese reducing in recent years and is now the lowest rate in Wales, significantly lower than average. This is an area where we are ‘turning the curve’ when compared to the national trend although it should be highlighted that this rate is still higher than it should be in order to protect the health of future generations. Our assessment did show that the number of children with a higher level of obesity was higher in areas that are ranked as more deprived than those that are least deprived.</p>

	<p>The Council needs to ensure we protect our environment so our young people can grow up in an area where there is good access to green space for improved physical and mental health and where harmful carbon emissions have been reduced.</p>
<p>To protect, enhance and value our environment</p>	<p>Our Well-being Assessment highlighted that one of the Vale’s greatest assets and an inherent part of the Vale’s culture is the natural environment. The environment underpins all aspects of life and it is essential that we protect, enhance and value our environment to ensure the well-being of our future generations. Engagement undertaken at a range of events used to inform our assessment highlighted that the local environment is hugely important to residents who value proximity and access to the countryside/seaside and greenspaces. The environment was seen as one of the most important factors to having good well-being by our residents.</p> <p>We must consider how people travel to the Vale, and within the Vale whilst they are here, and this also applies to those who live and work in the Vale. Changing patterns in the way we travel and how we design our environments for travel can have a significant effect on well-being.</p> <p>To protect our environment for future generations this must include a modal shift in how we travel across the region and further afield. Currently private car use is the most popular form of transport for commuters in the Vale of Glamorgan and we must seek to change this to reduce air emissions and reduce the risks associated with climate change, lowering our ecological footprint and ensuring the Vale of Glamorgan is globally responsible. We must make active travel options available and promote the benefits of cycling and walking to our residents. Protecting, enhancing and valuing our environment will improve our resident’s well-being and quality of life, boost our economy and bring about a range of health benefits from improved air quality and access to green spaces.</p> <p>We will promote walking and cycling for pupils, staff, residents and visitors through shared messages and by providing facilities that enable active travel choices. This work will be undertaken in conjunction with the Capital City Region.</p>

	<p>The green space on Tennyson Road has been reviewed to maximise its potential for community use and value as an environmental resource.</p> <p>Success by 2023 will be giving pupils, workers and residents of the Vale more options for active and sustainable travel.</p>
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Fit with Well-being Objectives

Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives.

Grant name	Grant objectives	Scheme Contribution
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school and in the wider community • Improve the liveability of communities • Improve the environment for walking, cycling and scooting around schools 	<ul style="list-style-type: none"> • Improve active travel access to education • Increase levels of active travel • Reduce carbon emissions • Improve health and well-being • Improve air quality • Improve relations between the school and residents of Dryden Road • Connect communities • Improve active travel access to key services, destinations and public transport • Improve active travel access to employment

2. TRANSPORT CASE

	<p>How does your scheme fit with the national well-being goals? Refer to your local PSB Well-being Plan and Assessment, and the Future Generations Framework https://futuregenerations.wales/wp-content/uploads/2017/12/FGCW-Framework.pdf for further information. Provide key qualitative/ quantitative supporting evidence where relevant.</p>	
Well-being Goal	Scheme Contribution (maximum of 400 words for each goal)	
<p>A prosperous Wales Please consider transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence where available.</p>	<p>The scheme will reduce carbon emissions and reduce parking congestion near to school grounds by reducing the number of cars accessing Dryden Road.</p> <p>Safer links around this area will enable communities to access employment, shopping and leisure opportunities they may have not been able to access.</p> <p>A large proportion of residents living in the area use their private car to access the facilities in Penarth town centre. There is very limited parking in the town by improving conditions in the local area we are providing the residents with increased opportunity to travel actively to the shops on Tennyson Road. The improvements to the green space at Tennyson Road shopping area will assist with any potential regeneration that may take place.</p> <p>We will ask for school pupils and/or local volunteers to maintain the rain gardens and volunteering can provide new skills and build confidence to access employment and education.</p> <p>Construction of the scheme will be done in-house using the local labour force, and materials will be purchased from local suppliers.</p>	
<p>A resilient Wales Please consider journey time and journey time reliability, opportunities for</p>	<p>The current journey time for a parent to take their child to school from within the catchment area of Fairfield Primary in a private vehicle is approx. 4 minutes plus the additional time to find</p>	

green infrastructure and SME businesses e.g. bike repair/cafes.

somewhere to park. If the parent and child chose to travel actively it would take 10 minutes to walk, 7 minutes to scoot or 5 minutes to cycle. Cars start to park up in Dryden Road up to 40 minutes before the end of school, sometimes with engines running, this is not only an issue with local residents, but it is also a waste of peoples time.

We would look to install an e-bike docking stations at Tennyson Road to enhance the current e-bike hire scheme in Penarth and further encourage active travel. This could also include e-cargo bikes to enable people to carry bulkier/heavier loads (i.e. do their weekly shop).

We would also look at the installation of benches or seating outside the shops at Tennyson Road to encourage people to use these facilities and encourage business to the area.

Encouraging and supporting people to get more involved in environmental projects within their local community and to understand how important a good environment is to our well-being.

We will review how we manage our open spaces to maximise the contribution to ecosystem resilience and enhance biodiversity.

There is a successful cycle shop in Penarth and by encouraging more people to cycle in the area they could see an increase in patronage.

A healthier Wales

Please consider physical activity, air quality, number and severity of accidents and security

Encourage modal shift from cars. By encouraging children to actively travel to schools they will be getting some of their recommended 60 minutes of exercise each day and they are more likely to stay active in later life.

Promoting good health and well-being by increasing Active Travel with links made to new footway/cycleway facilities and providing a much-needed link to neighbouring areas.

	<p>By people making the change from cars to cycle/foot we will reduce the number of vehicles in this area, and assist the Vale of Glamorgan to reach its target of reducing its carbon emissions to net zero before 2030.</p> <p>https://www.valeofglamorgan.gov.uk/en/our_council/consultation/Responding-to-the-Climate-Emergency-in-the-Vale-of-Glamorgan.aspx</p> <p>Increasing volunteering to improve the physical and mental well-being of the community and to help tackle loneliness and social isolation.</p> <p>We recognise the opportunities that our natural environment provides to improve physical and mental well-being and maximising the potential of our land assets for community use.</p>
<p>A more equal Wales Please consider journey quality, access to employment, access to services, affordability.</p>	<p>Wordsworth Avenue is relatively narrow and local bus services use it. The road has pavement parking all the way along it and speeds are perceived to be higher than they are. By improving junctions, we will stop indiscriminate parking and prioritise pedestrians.</p> <p>There is conflict around the school with parents driving relatively short distances to pick up/drop off their children. By constructing a safer route to school, we hope to improve relations between residents and the school.</p> <p>Ensuring people of all backgrounds have the capacity to participate in community life, empowering our communities to work together to overcome challenges and meet the current and future needs of all sectors of our community.</p>
<p>A Wales of cohesive communities Please consider community severance.</p>	<p>Provision of modern and connected Active Travel infrastructure connecting Cornerswell Ward with Penarth Town centre will connect local people and facilities and encourage active travel to the railway station, education establishments and places of work.</p> <p>We have taken a holistic approach to understand and adapt services to the needs of individuals creating safe, strong and resilient communities.</p>

	<p>By promoting active travel to connect communities within Penarth we are minimising negative impacts on the environment.</p> <p>This scheme has been developed with input from residents, the school and local community.</p>
<p>A Wales of vibrant culture and thriving Welsh language Please consider cultural impacts including welsh and other languages, artwork, cultural diversity e.g. BAME communities.</p>	<p>Any signage installed in the area will be bilingual and comply with the Vale of Glamorgan Council Welsh Language Policy.</p> <p>All consultation and engagement activities have been provided bilingually ensuring residents can engage with us in Welsh.</p> <p>Supporting all sectors of the community to have a voice and feel confident they are listened to, helping to create a more cohesive Vale of Glamorgan and Wales and reducing social isolation and loneliness.</p>
<p>A globally responsible Wales Please consider noise, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment</p>	<p>This is improving an active travel route to and from the school and will assist with reducing noise pollution and greenhouse gases.</p> <p>Junction improvements will include rain gardens.</p> <p>The grassed area on Tennyson Road is currently not utilised and the local community think there are opportunities for this to be used as a green space to be enjoyed by the community. Our proposals will provide seating and make the area more attractive.</p> <p>Whenever possible we will utilise local suppliers and contractors to ensure we contribute to the economic wellbeing of the local community.</p>

As the scheme is within the existing highway boundary it will have a minimal impact on the environment.

Contributing to global well-being by creating an area and nation where public services involve all residents and take account of their needs and aspirations.

We are reducing the Vale's ecological footprint and the impact this has on the global environment.

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:

As a Local Authority we have stringent audit and procurement procedures in place. Part of those processes are to look at 'Value for Money' in both term of service delivery, how we buy in our products and services and commission work contracts. The procurement processes we follow (via Sell2Wales – in line with Welsh Government's Competitive Tendering and Public Procurement Technical Guidance Notes) will ensure value for money through full and open competition and through the 'MEAT' (most economically advantageous tender) selection process.

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

The construction works will subject to current workload and programme, either by carried out by the Design and Construction Teams direct labour or will be sent out to the appropriate Lot under the South East Wales Highways Framework for mini-competition via the Sell2Wales procurement portal, in order to achieve best value.

Impact Assessment

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

<p>Social Impacts Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.</p>	<p>The scheme will benefit the health of all who live in the surrounding area by providing off-road walking and cycling routes which can be used as part of a healthy and active lifestyle.</p> <p>Provision of modern and connected Active Travel infrastructure connecting Cornerswell Ward with Penarth Town centre will connect local people and facilities and encourage active travel to the railway station, education establishments and places of work.</p> <p>Encourage modal shift from cars. By encouraging children to actively travel to schools they will be getting some of their recommended 60 minutes of exercise each day and they are more likely to stay active in later life.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>Any signage installed in the area will be bilingual and comply with the Vale of Glamorgan Council Welsh Language Policy.</p> <p>All consultation and engagement will be bilingual.</p>

<p>Environmental Impacts Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>This scheme will reduce carbon emissions by providing more attractive active travel links which will promote a modal shift from motor vehicle transport.</p> <p>By people making the change from cars to cycle/foot we will reduce the number of vehicles in this area and assist the Vale of Glamorgan to reach its target of reducing its carbon emissions to net zero before 2030. https://www.valeofglamorgan.gov.uk/en/our_council/consultation/Responding-to-the-Climate-Emergency-in-the-Vale-of-Glamorgan.aspx</p> <p>Air quality can improve as can noise pollution.</p>
<p>Economic Impacts Please consider journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created.</p>	<p>The scheme can be delivered within the existing adopted highway and therefore no land costs are involved.</p> <p>By improving the green space in front of Tennyson Road we hope to assist with the regeneration of this area – currently the shops are not all occupied.</p>

3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timeline 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.

The work will be managed by the Council's Design and Construction team with the Active Travel officer as the client.

Project Plan (estimated)

- Q1 detailed design
- Q2 construction / scheme to be ready for new academic year (Dryden Road and Wordsworth Avenue)
- Q3 first stage of monitoring and evaluation to take place – Dryden Road and Wordsworth Avenue
- Q3 Tennyson Road - construction
- Q4 Tennyson Road – scheme to open

- SuDS application submission – Mid to end April 2021
- SuDS Approval – Start of June 2021
- Construction Start – July 2021
- Construction Complete – August 2021

Note that:

- The above timescales are dependent on when/if funding is made available and potential Covid-19 restrictions.
- Objections may be raised during the consultation process and could result in delays formalising the scheme. The Council will undertake close liaison with residents and the school over the work programme.
- Impact on local ecology during construction or resurfacing works may affect local habitats and the drainage system. This will be considered as part of the detailed design of this scheme.
- Supply of infrastructure materials may be delayed by external suppliers.
- Adverse weather may delay or extend construction and the scheme may not be completed within the planned timescale. The Council will ensure that enough contingency measures are built into the agreed start date.

4. FINANCIAL CASE

Financial expenditure profile

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

	Pre 2021/22	2021/22 projected	2022/23	2023/24	2024/25	Later	Total
Surveys							
Design		144,330					
Land Purchase							
Accommodation Works							
Construction		577,320					
Project Management							
Monitoring and Evaluation		40,000					
Promotion							
GROSS TOTAL	0	761,650					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	51,610 (AT Core)						
NET TOTAL	(51,610)	761,650					

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	144,330			
Land Purchase				
Accommodation Works				
Construction		577,320		
Project Management				
Monitoring and Evaluation		30,000	10,000	
Promotion				
GROSS TOTAL	144,330	607,320	10,000	
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL	144,330	607,320	10,000	

5. COMMERCIAL CASE

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

The Active Travel scheme will be delivered in-house, and in accordance with the Council's Financial Regulations and Standing Orders as well as in accordance with procurement rules.

The design of the Active Travel Scheme will be delivered by the Council's Design and Construction Team, the construction of the scheme will be subject to current workload and programme therefore the works will either be undertaken by the Council's direct labour or will be sent out to the appropriate Lot under the South East Wales Highways Framework for mini-competition via the Sell2Wales procurement portal, in order to achieve best value.

Where necessary, if the design work cannot be undertaken in-house a recognised OJEU compliant design framework will be utilised to deliver the schemes. This is in line with current Financial Regulations and Standing Orders.

MONITORING AND EVALUATION

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

Target – to reduce cars on Dryden Road by 30% in one year

Target – to increase the number of children walking or cycling to school by 25% in one year

- The school has a Schools Officer for Active Travel who will be able to provide comments on how behaviour in the school has changed

- Hands up survey – are conducted at the school annually. We would ask for counts to be done before scheme implementation to compare results before and after.
- Living Streets WOW project data – if the school sign up to this project then we would use data before and after implementation of the measures
- Camera data – analysis of the number of PCNs issued will give an indication on the change of driver behaviour in the area
- Camera survey – we plan on doing 2 x video analysis surveys post completions to compare traffic flows
- Community survey – we would conduct a survey of residents
- Resident survey – we would consider conducting a door to door consultation