

**WELSH GOVERNMENT SAFE ROUTES IN COMMUNITIES FY2020-21
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	St Athan
Scheme Priority Rank Number	1
Existing or New Scheme	Existing scheme (funding granted 18/19 for surveys)
Date of Scheme	Start January 2019 Estimated Completion March 2021
Funding required for 2020-21	£43,843
Total funding required to complete scheme from 2021-2022 onwards	£NIL
Project Manager Contact Name	Kyle Phillips
Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Authorised by (e.g. Head of Finance or Transport Services)	Name: Emma Reed Job Title: Head of Neighbourhood Services and Transport Signature:

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 01599 68474

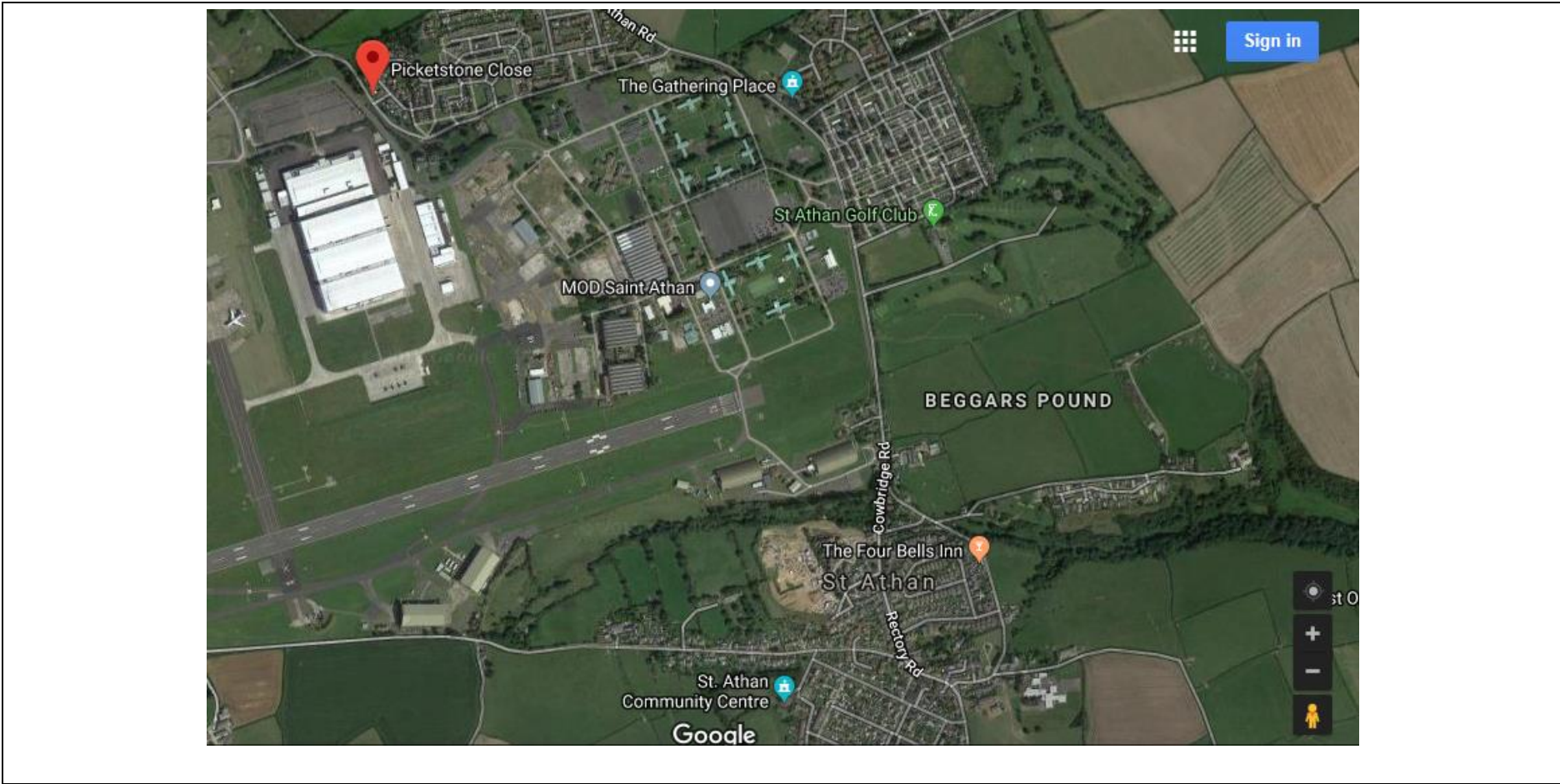
The scheme provides for 995m of shared off-road pedestrian cycle route for a distance of approximately 1 km within the St Athan village.

The scheme addresses inaccessibility by providing dropped kerbs and improved walking surfacing where the surfacing is uneven and potential trip hazard through St Athan village and Eglwys Brewis.

Various formal crossings will be upgraded, or where non-existent, provided, to access the facilities.

The scheme will include bus stop upgrades to include Kassel kerbs and dropped kerbs for easy accessibility to cater for the large number of users, particularly the school pupils who attend Llantwit Comprehensive School, as well as local bus services.

In 2018 existing zebra crossing was upgraded to a puffin at a cost of £100k funded by Council funds. This enhances the proposed scheme and was part of the initial application for funding in 18/19.



Name of school/s on which the scheme is focused	Number of pupils
St Athan Primary School Pupils who currently use school transport that could make the shift to actively travel to school: Llantwit Major Comprehensive Ysgol Dewi Sant	214 pupils attend this school 210 pupils catch school buses 16 pupils catch school bus

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-SA-C001, C002, C003, VALE-PROP-SA-P002, P004, P005, P007, P011 and P012

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:

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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 use the Future Generations Framework <https://futuregenerations.wales/wp-content/uploads/2018/11/FGCW-Framework.pdf>

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?	St Athan is within the St Athan Enterprise Zone where it is envisaged that there is potential for large economic growth within the region. St Athan village suffers from a severe lack of Active Travel infrastructure and would benefit from an upgrade to all of its walking routes and provision for cycling. There are currently two housing developments proposed within the village, one is in process of being built. S106 funding is available for sustainable transport as part of mitigation measures for this development. Further improvements will be provided as part of the planning requirements for the second development and there is a need to connect the two and to upgrade existing infrastructure to enable residents and businesses to access facilities. 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.
Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or occurring in the first place.	Large scale development within the LDP requires improved active travel investment, and an upgrade on existing infrastructure is justified. The Council has secured improvements for sustainable transport as part of the planning conditions, but more is required to provide infrastructure to meet the Active Travel Design Guidance for the whole community, both now and for the future.
Integration – please describe how you have considered the well-being objectives of other public bodies.	The current infrastructure is substandard and the Police have been involved in numerous incidents in relation to traffic congestion and parking issues at the access of the local primary school and the existing zebra crossing facility, alongside

	<p>perceived speeding issues within the village. The Council Road Safety Team work within the St Athan RAF Camp to provide Road Safety education days to try to encourage their staff to act safely when using the highway. The Council has also worked with the Police, the Community Council, 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>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>The Council has been working with the Community Council, the school and the public in addressing the road safety issues and the requirements for Active Travel infrastructure within the village and the connecting communities. Residents have been consulted through the Active Travel process, the LDP and LTP consultation processes. The Highways department have worked with the housing developers in ensuring cohesiveness of plans.</p>
<p>Safe Routes in Communities 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>	<p>The Council has engaged the Community Council, public, school and Police in relation to various road safety and active travel issues and infrastructure, including the INM consultations in 2017.</p> <p>Travel plan compiled by Cllr John Thomas St Athan Ward with input from the staff, pupils and governors of St Athan Primary School, members of St Athan Community Council and residents of St Athan and surrounding villages is attached.</p> <p>Internal Vale of Glamorgan departments have all engaged with the development of this scheme – Traffic, Highways, Development, Active Travel, Passenger Transport and Planning.</p>

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues</p> <p>What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>In developing the vision of the Cardiff Capital Region City Deal (CCRCD) it is accepted that excellent transport connectivity can act as a catalyst for new development and regeneration. This proposed improvement will help serve economic growth, when planned in tandem with the CCRCD social and environmental programmes, by widening labour markets, unlocking the identified sites for development, providing attractive centres for business location, and giving people active travel access to skills, education and training.</p> <p>The newly opened Northern Access Road serves the new Aston Martin plant and will be connected to this scheme in the future and provide active travel measures from St Athan, through Eglwys Brewis and onto Llantwit Major.</p> <p>The combination of these schemes will provide an active travel route for residents in Llantwit Major, Eglwys Brewis and St Athan who want to access employment (Aston Martin, RAF, Llantwit town centre) and education (St Athan Primary, Ysgol Dewi Sant, Llantwit Comprehensive school).</p> <p>There is no railway station in St Athan but by creating a cycleway through the village linking to the Northern Access Road, this will provide a link to Llantwit Major train station. The Cardiff Capital Region Metro plan is to increase services to every 30 minutes by 2024 opening up employment opportunities to the residents of St Athan, Gileston and Eglwys Brewis.</p>

<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>To encourage modal shift to Active Travel modes for localised movements, the necessary infrastructure is required to make routes attractive and safe.</p> <p>Encourage active travel to and from school and reduce traffic congestion in and around the school gate.</p> <p>Provide pedestrian and cyclists with a safer route on which they can actively travel and provide links to Llantwit Major train station.</p>
<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>This scheme is being promoted as a short term scheme to be delivered within the Vale of Glamorgan Local Transport Plan and the Council's Local Development Plan.</p> <p>This scheme is an Active Travel scheme that provides infrastructure to meet the Design Guidance for the corridor, connecting the communities and providing for pedestrians and cyclists. The scheme will address many of the identified routes within the Active Travel INM as submitted to WG in November 2017. INM references: Ref: VALE-PROP-SA-C001, C002, C003, VALE-PROP-SA-P002, P004, P005, P007, P011 and P012</p> <p>The Cardiff Capital Region Metro wants to enhance connectivity across the region by improving rail services. By creating a safer route from St Athan to Llantwit Major interchange, the Vale of Glamorgan Council we would enable this vision.</p>

Fit with Well-being Objectives

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

<https://gov.wales/well-being-future-generations-wales-act-2015-guidance>

<https://gov.wales/prosperity-all-national-strategy>

Prosperity for All	Well-being Objectives	Scheme contribution
Prosperous & Secure	<ul style="list-style-type: none"> Support People and businesses to drive prosperity Tackle regional inequality and promote fair work Drive sustainable growth and combat climate change 	<p>This proposed scheme (in conjunction with future schemes) will serve economic growth, by widening labour markets, giving people access to skills, education and training and serve new developments.</p> <p>The scheme will reduce carbon emissions and reduce parking congestion near to school grounds by providing access to a number of local areas. Safer links from Llantwit Major to St Athan, and vice versa, will enable communities to access employment, shopping and leisure opportunities they may have not been able to access.</p>
Healthy & Active	<ul style="list-style-type: none"> Deliver quality health and care services fit for the future Promote good health and well-being for everyone Build healthier communities and better environments 	<p>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> <p>Encourage modal shift from cars and school buses. 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>
Ambitious & Learning	<ul style="list-style-type: none"> Support young people to make the most of their potential Build ambition and encourage learning for life 	<p>Improved active travel access to education including the local primary school as well as employment opportunities.</p> <p>Encourage modal shift from cars and school buses.</p>

	<ul style="list-style-type: none"> • Equip everyone with the right skills for a changing world 	
<p>United & Connected</p>	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>Provision of modern and connected Active Travel infrastructure connecting the areas of St Athan and Eglwys Brewis will connect local people and facilities and encourage active travel to the railway station, education establishments and places of work.</p> <p>As part of future schemes access to Llantwit Major Train Station would also be actively accessible which will tie in with the Tfw Metro plan to increase rail travel in South Wales.</p>

Scheme Objectives

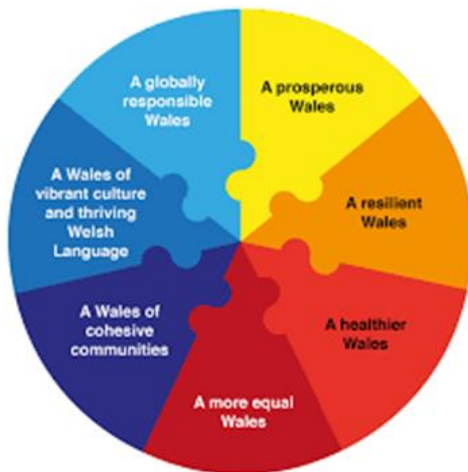
Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Contribution
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) • Improve the liveability of communities 	<ul style="list-style-type: none"> • Improve active travel access to education (St Athan Primary as well as schools in Llantwit Major) • Improve active travel access to employment – better links to Llantwit Major interchange (trains and buses to Cardiff and Bridgend) • Increase levels of active travel • Improve health and well-being • Connect communities – Llantwit Major, Eglwys Brewis and St Athan • Improve active travel access to key services, destinations and public transport • Improve air quality • Reduce carbon emissions

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:

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, and 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>With this area being a prestige employment site ensuring Active Travel in the vicinity will enhance the suitability of this area to businesses which in turn can boost the Welsh economy.</p> <p>In addition active travel access will be available to pupils accessing places of education (Welsh and English schools). The route will link to Llantwit Major train station, opening up opportunities for employment across South Wales, as well as encouraging active travel to the Enterprise Zone in St Athan.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>Ensuring active travel to this Enterprise Zone promotes both the heritage and culture of Wales.</p> <p>In addition this active route would provide cycle/scooter access to Welsh primary education in Llantwit Major.</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 a much needed active travel link which will promote a modal shift from motor vehicle transport.</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 St Athan Enterprise zone is a strategic employment site and therefore any active travel improvements that can be made to the surrounding area will benefit and encourage businesses to move to the area. The local economy will also benefit with a. this scheme by providing better access for all and b. providing active travel links from St Athan to Llantwit Major.</p> <p>The Active Travel scheme can be delivered within the existing adopted highway and therefore no land costs are involved.</p> <p>The residents of St Athan currently rely on an hourly bus service for public transport, the 304 service. By creating this AT route, residents will have the opportunity to cycle to/from Llantwit Major rail station where they can utilise the rail services. These will have 30 minute services to Cardiff and Bridgend by 2024.</p> <p>By encouraging secondary school pupils to actively travel to school along this safer route has the potential to remove Council contracted school buses. This would have a financial benefit to the Local Authority and a positive impact on the environment.</p>
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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.

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.

No planning consent is required as the scheme is considered to be permitted development under Part 12 of the Town and Country Planning General Development Order 1987.

This funding will put together detailed design on the St Athan Active Travel scheme which will allow for the following project plan post April 2020:

May 2020	Undertake Stage 1 RSA
May 2020	Request C3 RASWAS
May 2020 – June 2020	Street Lighting Design
May 2020 – June 2020	Telematics Design
June 2020	Incorporate Service Information onto Detailed design Drawings
June 2020	Request detailed cost for Stats Diversion (if required) via C4 RASWAS
July 2020 – October 2020	Undertake Stage 2 RSA following completion of detailed design
Nov 2020 – Dec 2020	Undertake Pricing Element for Scheme ready for Quotation
Jan 2021 – Feb 2021	Quotation/Tender exercise
May 2021 – October 2021	Initial Site Set-up and Construction
October 2021	Undertake Stage 3 RSA
October 2021	Construction Completion start 12 month maintenance period
November 2021	Scheme Opening

4. FINANCIAL CASE

Financial expenditure profile

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

	Pre 2020/21	2020/21 projected	2021/22	2022/23	2023/24	Later	Total
Surveys							
Design		36,000					36,000
Land Purchase							
Accommodation Works							
Construction			440,000				440,000
Project Management		7,843	23,529				31,372
Monitoring and Evaluation			3,000	3,000			6,000
Promotion							
GROSS TOTAL		43,843	466,529				513,372
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>			115,000 S106 St Athan development				115,000
NET TOTAL		43,843	351,529	3,000			398,372

Quarterly Expenditure Profile

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

	Forecast FY2020-21 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys				
Design		12,000	12,000	12,000
Land Purchase				
Accommodation Works				
Construction				
Project Management	1663	1960	1960	1960
Monitoring and Evaluation				
Promotion				
GROSS TOTAL	1663	14060	14060	14060
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL	1663	14060	14060	14060

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.

The developer will deliver their section of shared use facility near the Gathering Place by the end of December 2020.

MONITORING AND EVALUATION

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

Newly developed LoRaWAN technology will be looked at for monitoring the usage of the route. The Council will work with local businesses to encourage travel planning principles. Annual counts on traffic movements on the corridor, for a period of 3 years, will be included in the scheme costs.

Any new employment sites will be conditioned to have Travel Plans through the Planning process and will be required to provide evidence of progress for a 3 years period once the sites are operational.

