

**WELSH GOVERNMENT ACTIVE TRAVEL FUND 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	St Athan Active Travel Route
Scheme Priority Rank Number	1
Existing or New Scheme	New (previously funded through SRiC)
Date of Scheme	Start - April 2021 Estimated Completion – January 2022
Funding required for 2021-22	£1,061,600
Total funding required to complete scheme from 2022-23 onwards	£8,000
What is the funding required for: (select one)	Scheme Development / Construction
Current scheme Stage Gate:	E
Stage Gate to be achieved if funding is awarded:	F-G
Suggested Scheme Category (1-4):	4
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:

1. Scheme description

Please provide the INM reference number of the routes to be delivered as part of your scheme together with a brief description of the scheme. This should include details of the key outputs (e.g. what is the scheme going to look like, will it be a segregated cycle track, shared-use route, new footway or area-wide measures to create filtered permeability)?

If your application is for a scheme, or package of schemes, that will take longer than a financial year to complete, we require a description of the whole scheme/package of schemes and confirmation of which elements are 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 location maps at an appropriate scale to show the extent of the scheme and to show the in context with the surrounding area, including showing key destination/origin points and how it connects into the wider active travel network. Copies of general arrangement and other relevant project(s) drawing(s) or other supporting information should be provided separately.

INM Reference Number(s):	VALE-PROP-SA-C001, C002, C003, VALE-PROP-SA-P002, P004, P005, P007, P011 and P012
OS GB grid reference:	ST 01599 68474
<p>The scheme is for a fully integrated active travel infrastructure enhancement scheme, between St. Athan and Eglwys Brewis, to link with the new Northern Access Road, as follows:</p> <ul style="list-style-type: none">• Approx 1km of shared off-road pedestrian cycle route linking the communities of St Athan with Eglwys Brewis and the newly implemented Northern Access Road, which serves the St. Athan Enterprise Zone. Improve accessibility by providing dropped kerbs and improving walking surfaces, where the surfacing is uneven and potential trip hazard through St Athan village and Eglwys Brewis using S106 sustainable transport contributions• Improved crossing facilities• To undertake 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 St Athan Primary School, Llantwit Major Comprehensive School, as well as local bus services.• 4 VA signs will be installed with appropriate road markings• Installation of a cycle counter on the route	

- Narrowing of existing junctions along the proposed route.
- Replacement bus shelter complete with Electronic Display Information Board

It is proposed that this scheme will complement recent schemes undertaken in the area using alternative funds, as follows:

- In 2018 existing zebra crossing in the village 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.
- In 2020 £143k S106 funding improved pedestrian movements within the village by enhancing pavement widths and installing multiple number of dropped kerbs.
- Zebra crossing being upgraded to a Puffin Crossing by the developer as instructed by the Council (south of Community Centre)

2. Strategic Case – The Case for Change

What are the objectives of the scheme? The objective(s) must be SMART (Specific, Measurable, Achievable, Realistic, Time-bound)

To increase the number of active journeys being undertaken between St Athan village, Eglwys Brewis, the St. Athan Enterprise Zone and Llantwit Major, by 30% within 3 years of scheme completion. (Monitored with installation of a cycle counter once scheme has been completed). The propensity to cycle tool identifies a potential 45% uplift under the e-bike scenario should this route be improved (this does not take into account the new housing developments as it's based on 2011 data).

To reduce the number of cars outside St Athan Primary school by 25% within one year of completion. (Counts outside the school gate by school)

To improve people's perception of the safety of the route among primary school children and parents within six months of completion. (Community Council survey and Hands up Survey in school)



Long Term

Current and Future 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? e.g. Lack of physical activity, climate change, obesity and poverty.

Attach any evidence you have that may illustrate your points e.g. photographs, baseline monitoring. Your local Well-Being Assessment may include relevant information to support your answer.

The St Athan ward is one of the most deprived areas in the rural vale. In the St Athan village LSOA, it is within 25.3% of the most deprived in terms of income, compared to the rest of the Vale of Glamorgan; 28% of the most deprived in terms of employment, compared with the rest of the borough; and 26.5% of the most deprived in terms of health. 13.7% of people are limited a lot by health on day to day activities. Consequently, it is paramount that opportunities are maximised, including links to employment opportunities to improve income, employment availability, and health.

St. Athan is within walking/cycling distance to the employment opportunities presented by the St. Athan Enterprise Zone and beyond, within Llantwit Major. However, the existing route from St. Athan to the Enterprise Zone is via Cowbridge Road. Whilst the Northern Access Road provides new walking and cycling infrastructure along it, there is a lack of infrastructure suitable for walking/cycling along Cowbridge Road, which links with it. Cowbridge Road is an extremely busy route, connecting the northern Vale of the southern vale and is subsequently dominated by vehicular users; there is a lack of suitable active travel provision with a very narrow footway and circa 4,000 vehicles a day travelling along this section of road during a 24-hour period with an 85%ile speed of 38 mph and an average speed of 39 mph.

Eglwys Brewis is located to the north and west of St. Athan and consists primarily of residential estates which were originally built in the mid-20th century for service families stationed at nearby RAF St Athan. The link between western residential estate, locally known as "The Trees" estate (due to street-names being after trees), and St. Athan village core, is extremely poor, as it is via Cowbridge Road. This potentially prejudices residents from walking/cycling to the village core of St. Athan and the shops and amenities it has (Primary School, local shop, hairdressers, Church etc), therefore potentially exasperating isolation.

The 2011 Census revealed that 215 households do not have access to a car and public transport from the north to south of St Athan is limited to 1 bus service every 2 hours contributing to social isolation for those without access to a private car.

In direct response to the allocation of the Enterprise Zone and employment opportunities it creates, 2,955 additional houses have been allocated in St. Athan as part of the adopted Local Development Plan. The significant levels of new housing development are proposed to reflect the importance of St Athan, and to support the key employment opportunities within the area. A number of these sites have planning permission and are under construction, including a site to the east of Cowbridge Road for 255 dwellings. It is essential that enhancements are undertaken to key links such as Cowbridge Road, prior to the occupation of these

sites, as ultimately new residents will continue to habitually use vehicles. Small sums of Section 106 have been secured to undertake minor works (such as dropped kerbs etc.) to complement this scheme.

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 employment opportunities to the residents of St Athan, Gileston and Eglwys Brewis.

In the Community Travel Plan compiled by the Community Council it was highlighted that 20% of the respondents felt that at school times there was a traffic danger to pedestrians and 15% said there was a lack of safe walking routes to school. Half of the children that responded to the questionnaire were driven to school by parents. The current journey time from the north to the south of St Athan by car is 6 minutes plus the time it takes to park. The average cycle time is 9 minutes so given the opportunity the benefits to switch to active travel is evident.

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.

Ffordd Bro Tathan (Northern Access Road) serves the 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. 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, Enterprise Zone, Llantwit town centre) and education (St Athan Primary, Ysgol Dewi Sant, Llantwit Major Comprehensive school).

The Vale of Glamorgan Council joined the PSB partners in launching the Healthy Travel Charter in October 2019 which means we will support staff 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/>

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>

A recent audit of the route found both walking and cycling scores were critical (audit video:

<https://www.youtube.com/watch?v=Lr1FSH3Sf6M>)

The ATNM cycling audit January 2021 reported: **Critical**. The audit assumed cycling on carriageway as existing pavement provision not wide enough for Shared Use. The route is direct and provides a useful connection between the services in the Village Centre and housing estates to the North (as well as the Bro Tathan east entrance) but is a critical fail due to sections of route within the critical range (3.2 - 3.9m). The audit was undertaken during a lockdown, but high volumes of traffic and some speeds of above 30mph (though less than 37mph) were observed using the route making use of the carriageway unattractive to users. Several potholes were observed, particularly in the centre of the route. The propensity to cycle tool identifies a potential 45% uplift under the e-bike scenario should this route be improved.

The ATNM walking audit in January 2021 stated: **Critical** due to missing drop kerbs at northern end (though good provision towards Southern end of route). Footway patching evidence at Northern Section. Northern section of route is isolated but was observed to be well used, which is likely to improve with the new housing development route connecting to the North.

In September 2020 a S106 sustainable transport scheme was delivered as part of this whole route. The scheme was hoping for match-funding via this Welsh Government grant to complete the whole stretch between St Athan along Cowbridge Road in FY20/21 but funding was not approved. The Council had to proceed with the S106 scheme to ensure the money was spent by the deadline of March 2021. The works provided improved safer pedestrian and footway improvements achieved by providing pedestrian facilities in the form of uncontrolled crossing facilities from Llantwit Road to St Johns Hill, therefore assisting pedestrians to cross on relevant desire lines. This scheme has been designed considering future proposals for a shared use footway north of St Johns Hill as part of the Active Travel proposed grant. Completed works included the construction of buildouts, uncontrolled crossing facilities and creation of new footways.

<p>Does this scheme fit with existing local and national policies and plans? e.g. Local Transport Plan and other related policies and plans. Refer to your local PSB Well-being Plan and Assessment and your own local authority Well-being Plan. Does the scheme contribute to wider policy or strategy areas? e.g. <i>de-carbonisation, air quality, health, green infrastructure, biodiversity, play sufficiency?</i></p>	<p>Yes/No</p>
<p>Please provide further details:</p>	
<p>Active Travel (Wales) Act 2013: 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. The routes were audited in January 2021 and scored critical fails for both walking and cycling.</p> <p>Local Planning Policy – Adopted Local Development Plan (LDP) 2011-2026 Plan: The schemes described in Section 1 would meet the aspirations identified in the adopted LDP.</p> <p>St. Athan is identified as one of three of the County’s Strategic Opportunity Areas (SOA) within the adopted Local Development Plan (LDP). St. Athan also benefits from being designated part of the St. Athan – Cardiff Airport Enterprise Zone.</p> <p>St. Athan is also identified as a ‘Primary Settlement’ and strategic hub. Primary Settlements play an important role in meeting housing need and providing some key local services and facilities. They provide for the needs of residents and cater for the needs of the surrounding rural areas by providing key services and facilities for day-to-day needs. An aim of the LDP is to improve access to and within St. Athan through a range of transport measures to support and facilitate economic investment and improve walking and cycling facilities within and around St. Athan. The connection with other settlements and areas is therefore important.</p> <p>Policies SP7 and MG16 relate to the delivery of transport infrastructure projects, one was the Northern Access Road (NAR). This has improved links between St. Athan and Llantwit Major and has incorporated excellent walking and cycling facilities. The LDP states (6.97) that the NAR will provide real sustainable transport options for residents of St. Athan and assist school pupils to access the secondary school without the requirement for dedicated school transport and promote healthy and active lifestyles. This proposed scheme will link up with the NAR in the near future, should schemes be funded.</p> <p>https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LDP/LDP-Adoption/Adopted-LDP-Written-Statement-June-2017-final-interactive-web-version.pdf</p>	

The Vale of Glamorgan adopted Local Transport Plan (LTP):

The schemes described in Section 1 would complement the existing proposals identified in the adopted LTP. The LTP identified as a medium- and longer-term aspiration the provision of a cycle route from Eglwys Brewis to Llantwit Major in conjunction with the Northern Access Road, which has now been completed. However, active travel enhancements are required along Cowbridge Road, in order to create an integrated and holistic scheme between St. Athan and Llantwit Major.

<https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LTP/Local-Transport-Plan.pdf>

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 that means we will support staff 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://www.healthytravel.wales/vale.html>

Public Health Wales Strategy (2019) - Public Health Wales agreed its Strategy in 2019 to ensure a *healthier, happier and fairer Wales*. Its aim is to *protect and improve health and wellbeing and reduce health inequalities*. In its Strategy, it recognises that *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*. 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.*)

The Capital Region is committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable transport is the option of choice. All local authorities in the Capital region are committed to the delivery of this vision and will fully support and engage with Welsh Government and the Cardiff Capital Region Board in this enterprise. 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 would enable this vision.

Learner Travel (Wales) Measure 2008: The Learner Travel (Wales) Measure 2008 sets out school travel policy for Wales. It includes the delivery of improvements for learners through increasing entitlement to transport for young children, along with an All Wales Travel Behaviour Code (The Travel Code). Updated in June 2014, it includes Learner Travel Statutory Provision and Operational Guidance 2014 which includes statutory provisions that local authorities must consider in undertaking their responsibilities under the Learner Travel (Wales) Measure 2008. This Guidance includes statutory guidance on risk assessing walked routes to school. There are over 160 pupils living in St Athan that use Council funded school buses to get to and from Llantwit Major Comprehensive, by providing all the routes from St Athan village to Ffordd Bro Tathan we aim to get some of these travelling by bicycle.

Supporting measures

Did you consider any supporting measures to help achieve the objectives? *Including non-infrastructure measures such as cycle training, travel plans etc.*

Yes/No

Please provide further details:

St Athan Primary currently participates in both the Kerbcraft and National Standards Cycle Training programmes as well as being a 'Vale Healthy Schools' partner. The school are in the process of writing their Active Travel Plan and have shown an interest in joining the WOW scheme through Living Streets.

Children who currently reside in Eglwys Brewis and attend St. Athan Primary are currently disadvantaged and are not able to safely walk/cycle to school given the poor infrastructure. The schemes identified in Section 1 will enhance the links between Eglwys Brewis and St. Athan village, which will have huge benefits for the pupils at St. Athan Primary School who currently reside in Eglwys Brewis. The approval of the funds would enable this improved route to be incorporated into the School's travel planning and will reduce disparity between children living within the main village, and Eglwys Brewis.

Whilst non-infrastructure measures, including additional training for adult cyclists within the community and activities to promote the scheme are planned as part of the overall package to enhance its impact, the existing route conditions fail to meet the

minimum standards set out within the draft Active Travel Guidance and therefore non-infrastructure measures alone will not achieve the scheme objectives.



Option Assessment

*Did you consider any alternative options or arrangements? e.g. whether provision should include off-road on on-road options, segregated or shared-use, provision of light segregation or speed reduction measures?
How did you decide on your preferred option?*

Yes/No

Please provide a summary of any appraisal undertaken that demonstrates this stage or attach relevant documents to this application. ***This should include an assessment of how each option performs against the scheme objective(s), taken from your WeITAG assessment.***

Several scheme options were considered during the concept design phase. When this scheme was designed the land along the eastern side was under the ownership of the MOD, this land is now a Welsh Government owned site.

When planning the route, we had to bear in mind that the route will primarily be used by school aged children accessing the primary school and residents accessing the local shops. There are development plans for the site at Bro Tathan so will accommodate commuters as well, particularly if the continuous link to Llantwit Major interchange is developed.

When planning the route there were some opportunities for segregation in some sections but the final route chosen is the most direct route from A to B.

The carriageway has limited width in places. Cowbridge Road has a current road speed of 30mph and traffic surveys have shown an average speed of 39mph along it. We are installing vehicle activated speed signs along the route and will consider road markings and gateway features to encourage people to adhere to the limits.

S106 sustainable transport funding was provided to complete improvements the village and Highways instructed the housing developer to complete works at the north of the village. This scheme had to be designed to tie in all the works and replicate what was proposed by the developer and agreed with our internal Highways Team. The scheme has been future proofed to continue to Ffordd Bro Tathan – installing it on the western side of the carriageway will allow the proposed route along Eglwys Brewis to be seamless.

The carriageway width does not allow for any further narrowing, reducing to 5.5m in sections. Currently there is a missing section of footway on one side (a residential stone wall did not allow it to be built at the time of initial construction).

Junctions on the opposite side of the route have been looked at for improvements. One junction leads to the Golf Club and has no footway leading to or from it, so this is not appropriate for improvement. The second junction has a wide junction to accommodate the 70-seater school coach that uses it to access the Primary School.

3. Strategic Case – Fit with Grant Objectives

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

Grant objectives	Scheme Contribution <i>(maximum of 400 words per response for each objective)</i>
<ul style="list-style-type: none"> Encourage modal shift from car to active travel in isolation or in combination with public transport 	<p>To encourage modal shift to Active Travel modes for localised movements, the necessary infrastructure is required to make routes attractive and safe. This scheme will encourage active travel to and from the primary school and reduce traffic congestion in and around the school gate.</p> <p>The scheme will provide pedestrian and cyclists with a safer route on which they can actively travel and, with planned construction of a future route in Eglwys Brewis, provide links to Llantwit Major train station.</p> <p>There is community support for this project:</p> <p>Mrs L Haynes (Headteacher, St Athan Primary School) <i>As a community we have been hoping for improvements along this site for a number of years to encourage walking and cycling to school. The safety of our community and pupils is our priority at all times and this looks a very good resolution to it.</i></p> <p>Cllr J Thomas (Chair of Governors and Local Councillor) <i>I approve of any widening of the existing footpath and sorting the dropped kerbs. I am happy to support any improvements to this route; we have all been asking for it for years as it needs to be safer for all users.</i></p>

	<p>Mr B Accott (Deputy Chair of Governors and Community Council Member) <i>It has been requested over a number of years that the path from East Camp area be made a "safe way to school" and with the new 250 housing estate under construction , the proposed V O G project, even with the pinch point problems, is even more important.</i></p> <p>Comments from the Commonplace consultation (phase 1 Dec20): <i>Very narrow footpath from the village to Eglwys Brewis. Lots of parents drive to St Athan Primary School and cause awful traffic problems. If this path was better, they might cycle or walk with their kids.</i></p> <p>The scheme also includes an upgrade of the existing bus shelter complete with an Electronic Information board which will enhance public transport waiting conditions. A reoccurring complaint from residents who do not have access to smartphones is that they have an unreliable bus service and do not know how long to wait at the stop.</p>
<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services and other key traffic generating destinations 	<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>Eglwys Brewis was served with one local grocery store but this closed last year. Residents living at the north of St Athan must travel 1.5km to access the facilities in St Athan. Rather than walk/cycle this route residents currently choose the car as their first choice. St Athan has several facilities: two pubs, three community halls, a library, post office, two doctor surgeries, chemist, three general stores, three hair dressers, a take away, and laundry.</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</p>

	<p>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>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. The residents of St Athan currently rely on a two 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>Future plans would include the installation of e-bike docking stations along the route that could include e-cargo bikes to enable residents to do their grocery shopping in Llantwit Major and transport back to St Athan with ease.</p>								
<ul style="list-style-type: none"> • Increase levels of active travel 	<p>The Travel Plan compiled by the Councillor John Thomas stated that <i>'it is essential that there is a safe walking and cycling route between St Athan village and Llantwit Major'</i>. The plan also said that <i>'the majority of parents would prefer their children to travel (to school) by walking or bike'</i>. These statements indicate the residents want to make active travel choices in this area.</p> <p>A 7-day automatic traffic survey was undertaken on Cowbridge Road, adjacent to the site and to the south of the Eglwys Brewis Road junction, starting 8th September 2016. This recorded traffic speed and volume over the course of a week. Details summarised below:</p> <table border="1" data-bbox="981 1257 2020 1361"> <thead> <tr> <th></th> <th>Northbound</th> <th>Southbound</th> <th>Two-Way</th> </tr> </thead> <tbody> <tr> <td>Average weekday daily traffic volume</td> <td>1,888</td> <td>1,855</td> <td>3,743</td> </tr> </tbody> </table>		Northbound	Southbound	Two-Way	Average weekday daily traffic volume	1,888	1,855	3,743
	Northbound	Southbound	Two-Way						
Average weekday daily traffic volume	1,888	1,855	3,743						

am Peak Hour Volume (0800-0900)	184	153	337
pm Peak Hour Volume (1700-1800)	160	156	316
Average Speed	34mph	34mph	34mph
85 th Percentile Speed	39mph	36mph	38mph

Traffic speeds are a little high with average speeds exceeding the 30mph speed limit and an 85th percentile northbound speed of 39mph. In order to encourage walking and cycling and provide a safer environment for vulnerable road users it is considered appropriate to improve existing facilities. It should be noted that this survey was before the Aston Martin plant opened. Although staff and freight should use the new road built for the plant it is recognised that a number of vehicles use Cowbridge Road to access Bro Tathan so these numbers will have increased by at least 15%.

The propensity to cycle tool identifies a potential 45% uplift under the e-bike scenario should this route be improved. A survey in November 2020 on the Northern Access Road counted a daily average of 15 cycles on the route but it should be noted that the weather was unseasonably wet at the time of the survey but it is a significant increase on cyclists who used the alternative route before this road was built.

- Connect communities

The scheme will create an off-road shared-use route between the north and south of St Athan providing a key link between these two communities where currently there is a very poor provision for access by active travel due to a lack of footway/conditions for cyclist do not meet the standards set out in the AT Guidance.

With the development of future routes (Eglwys Brewis to NAR and Llanmaes Road) this will provide a seamless link from the village of St Athan to Llantwit Major Transport Interchange.

	<p>Having a chosen e-bike hire scheme in the Vale of Glamorgan we would look to install a few docking stations between St Athan and Llantwit Major that would allow residents without access to either a standard bike or e-bike, to hire one. We would also look at the possible provision of e-cargo bikes to enable residents, commuters and visitors to carry heavier/bulkier loads.</p>
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4. Transport Case – Impact Assessment

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.

	<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 for further information. Provide key qualitative/ quantitative supporting evidence where relevant.</p>	
Well-being Goal	Scheme Contribution <i>(maximum of 400 words for each goal)</i>	
<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>A large proportion of residents living in the north of St Athan use their private car to access the facilities in the south of the village. There is very limited parking in the village and the carriageway is often narrowed by indiscriminate parking outside the shops and takeaways. By giving residents the opportunity to travel actively to their shops and local facilities we will improve traffic flow through the village.</p> <p>The scheme will reduce carbon emissions and reduce parking congestion near to school grounds by providing access to several local areas.</p> <p>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> <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>A review of the safety of the streets and roads near the site has been undertaken by reference to the area's personal injury accident history. There are no recent, recorded injury accidents on Cowbridge Road, St Athan.</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>Rising transport costs is resulting in many households struggling to afford to own and run a car. The provision of new AT and bus infrastructure has the potential to make travel more affordable for some sections of society.</p>
<p>A resilient Wales Please consider journey time and journey time reliability, opportunities for green infrastructure and SME businesses e.g. bike repair/cafes.</p>	<p>The current journey time for a parent to take their child to school from the north of St Athan is 6 minutes to drive plus additional time added to find somewhere to park. If the parent and child chose to cycle to the school, then it would take 9 minutes.</p> <p>If the complete route from St Athan to Llantwit Major interchange is completed, then we would look to install e-bike docking stations at appropriate intervals to encourage active travel. This could also include e-cargo bikes to enable people to carry bulkier/heavier loads (i.e. do their weekly shop).</p> <p>We would also look at the installation of benches along the route at regular intervals to allow pedestrians with limited mobility to utilise sections of the route.</p> <p>There is a successful cycle café/repair shop in Llantwit Major and by encouraging more people to cycle in the area they could see an increase in patronage.</p> <p>The local bus service that serves St Athan only provides 1 bus every 2 hours and is not reliable. By constructing a high-quality active travel route, we are</p>

	<p>giving residents a safe alternative to access Llantwit Major rather than just the private car or taxi.</p>
<p>A healthier Wales Please consider physical activity, air quality, number and severity of accidents and security</p>	<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> <p>By people making the change from cars to cycle/foot we will reduce the number of vehicles on this section of road and assist the Vale of Glamorgan to reach it's 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>A more equal Wales Please consider journey quality, access to employment, access to services, affordability.</p>	<p>The current footpath from the north to south of the village is very narrow and scored 58% critical fail in a recent walking audit. The road is very narrow in places and a large volume of HGV's use this route (to access Bro Tathan and the housing development) – this does not provide a pleasant walking environment for young children to access school.</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>A Wales of cohesive communities Please consider community severance.</p>	<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>
<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>The Vale of Glamorgan Council stated in the Local Development Plan that <i>‘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.’</i></p> <p>The Welsh Government has a strategic vision outlined in the Cymraeg 2050; A Million Welsh Speakers (2017) to increase the number of Welsh speakers throughout Wales, <i>stating ‘The year 2050: The Welsh language is thriving, the number of speakers has reached a million, and it is used in every aspect of life. Among those who do not speak Welsh there is goodwill and a sense of ownership towards the language and a recognition by all of its contribution to the culture, society and economy of Wales.’</i> The strategy plans to achieve this vision by using three strategic themes including (1) increasing the number of Welsh speakers, (2) increasing the use of Welsh and (3) creating favourable conditions – infrastructure and context. Implementation of AT infrastructure would require that all signage along the route 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>A globally responsible Wales Please consider noise, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment</p>	<p>Whenever possible we will utilise local suppliers and contractors to ensure we contribute to the economic wellbeing of the local community.</p> <p>As the scheme is within the existing highway boundary it will have a minimal impact on the environment.</p>

	<p>An ecological assessment has been undertaken and no major issues were identified impacting on flora or fauna.</p> <p>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 we 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'.</p>
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	<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>	
Local Well-Being Objectives	Scheme Contribution (max. 400 words for each objective)	
<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</p>	

	<p>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. St Athan is an area that is classed as being deprived.</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.
<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>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>Success by 2023 will be giving pupils, workers and residents of the Vale more options for active and sustainable travel.</p>



Prevention

How will your project minimise its own negative impacts? (max. 400 words)

e.g. minimising waste, construction and transport emissions; habitat loss or deterioration, increasing tarmacked or paved surface area

The scheme does involve the removal of some grassed verge along the route, but this is being kept to a minimum. We are intending to install rain gardens at some junctions to improve drainage and negate the impact of the verge removal. We are using SuDS suitable surfacing to negate the impact.

As many products as possible will be sourced locally and local contractors will be employed to supervise the work limiting the carbon footprint resulting from the works. Marker posts and fencing materials will be manufactured from recycled plastic where possible.

To limit fuel usage, we will minimise haul distances by using local supplier and local workforce

To reduce noise pollution, we will work during publicised times and these will be communicated with residents through the Community Council and notices.

5. Infrastructure Quality

Current condition:			
What are the existing walking and cycling audit scores (using the Active Travel Act Design Guidance Audit Tools) for the route to be improved? <i>Where multiple INM routes are likely to be affected by the proposals (e.g. for a package of schemes) please provide the existing audit score for all INM routes affected. Where a new route is proposed in an area where active travel journeys do not currently take place, and where no reasonable alternative routes exist nearby, then this should be noted.</i>			
Walking Audit Score:	58%	Cycling Audit Score:	44%
Proposed condition:			
What are the projected walking and cycling audit scores (using the Active Travel Act Design Guidance Audit Tools) for the proposed route following completion of the scheme? This score is likely to be indicative based on suggested enhancements for schemes in the early stages of development but should be more accurate for schemes in later stages. <i>Where multiple INM routes are likely to be affected (e.g. for a package of schemes) please provide a projected audit score for all INM routes affected.</i>			
Walking Audit Score:	90%	Cycling Audit Score:	90%
Will the scheme achieve the recommended design standards set out in the Active Travel Act Guidance e.g. route widths, gradients. <i>Information from your route audits will assist in completing this response</i>			Yes/No
If no, please provide a summary of the main issues and an explanation of why the standards cannot be met.			
The recommended widths cannot be achieved throughout the whole route length due to pinch points created by existing structures but no more than 10% of the route will be more than 25% below the desirable minimum. The scheme cannot achieve the required gradients along the whole route, however it will significantly improve the present situation.			
Please indicate below which of the design principles hierarchy more accurately reflects the majority of the scheme			
Separation of pedestrians from cyclists and motor traffic through provision of segregated off-carriageway infrastructure; if necessary through reallocation of road space			
Separation of pedestrians and cyclists from motor traffic through the provision of shared-use off-carriageway infrastructure			YES

Improve on-road conditions to encourage an increase in cycle use within existing highway, for example by reducing traffic volumes and speeds		
If none of the hierarchy principles apply to the scheme, please provide further details here:		
Has a feasibility study or concept design been completed?	Yes/No	
If yes, please provide a summary below and attach any relevant documents (e.g. feasibility study/concept drawing) to this application as evidence		
<i>Example: A feasibility study was completed in YYYY which considered the various route options available for this scheme. This and the relevant options appraisal/WeITAG assessment are attached for information along with concept GA drawings for the scheme.</i>		
If no, are you applying to carry out early scheme development work as part of this application?	Yes/No	
Please provide the rationale if this stage is not required:		
A feasibility study is not required as the preferred route is the only option available which meets the needs of the scheme and a WeITAG appraisal has taken place to assess the options along this alignment.		
Has a preliminary design of the preferred option been completed?	Yes/No	
If yes, please provide a summary below and attach relevant documents (e.g. a preliminary design drawing) to this application as evidence		
<i>Example: Preliminary design drawings have been undertaken for each scheme. As an example, the preliminary GA drawings for [insert scheme name] are attached.</i>		
If no, are you applying to carry out this stage as part of this application?	Yes/No	
Has a detailed design of the preferred option been completed?	Yes/No	
If yes, please provide a summary below and attach any relevant documents (e.g. a general arrangement design drawing) to this application as evidence		

Detailed design drawings have been completed and a copy of the General Arrangement drawings are attached.

If no, are you applying to carry out this stage as part of this application?

Yes/No

6. Monitoring and Evaluation

What monitoring and evaluation is planned as part of the project? How and when will you measure if the scheme has been successful?

Has a monitoring and evaluation plan been prepared?	Yes/No								
If yes, please provide a summary below or attach relevant documents as evidence. If no, a template is provided in the guidance to assist you.									
Attached file – AT – St Athan Monitoring and Evaluation plan									
Has any monitoring or evaluation work already taken place?	Yes/No								
If yes, please provide a summary of the key findings below.									
Baseline data has been collected for the scheme including:									
<p>Traffic counts: A 7-day automatic traffic survey was undertaken on Cowbridge Road, adjacent to the site and to the south of the Eglwys Brewis Road junction, starting 8th September 2016. This recorded traffic speed and volume over the course of a week. Details summarised below:</p>									
	<table border="1"> <thead> <tr> <th></th> <th>Northbound</th> <th>Southbound</th> <th>Two-Way</th> </tr> </thead> <tbody> <tr> <td>Average weekday daily traffic volume</td> <td>1,888</td> <td>1,855</td> <td>3,743</td> </tr> </tbody> </table>		Northbound	Southbound	Two-Way	Average weekday daily traffic volume	1,888	1,855	3,743
	Northbound	Southbound	Two-Way						
Average weekday daily traffic volume	1,888	1,855	3,743						

am Peak Hour Volume (0800-0900)	184	153	337
pm Peak Hour Volume (1700-1800)	160	156	316
Average Speed	34mph	34mph	34mph
85 th Percentile Speed	39mph	36mph	38mph

Traffic speeds are a little high with average speeds exceeding the 30mph speed limit and an 85th percentile northbound speed of 39mph. In order to encourage walking and cycling and provide a safer environment for vulnerable road users it is considered appropriate to improve existing facilities. It should be noted that this survey was before the Aston Martin plant opened. Although staff and freight should use the new road built for the plant it is recognised that several vehicles use Cowbridge Road to access Bro Tathan so these numbers will have increased by at least 15%.

A survey in November 2020 on the Northern Access Road close to this scheme counted a daily average of 15 cycles on the route but it should be noted that the weather was unseasonably wet at the time of the survey but it is a significant increase on cyclists who used the alternative route before this road was built.

Accident data:

A review of the safety of the streets and roads near the site has been undertaken by reference to the area's personal injury accident history. There are no recent, recorded injury accidents on Cowbridge Road, St Athan.

Commonplace consultation:

Despite the commonplace consultation website being publicised through a variety of means there was not a good response from St Athan.

ATNM Audit:

The ATNM cycling audit January 2021 reported: **Critical**. The audit assumed cycling on carriageway as existing pavement provision not wide enough for Shared Use. The route is direct and provides a useful connection between the services in the Village Centre and housing estates to the North (as well as the Bro Tathan east entrance) but is a critical fail due to sections of

route within the critical range (3.2 - 3.9m). The audit was undertaken during a lockdown, but high volumes of traffic and some speeds of above 30mph (though less than 37mph) were observed using the route making use of the carriageway unattractive to users. Several potholes were observed, particularly in the centre of the route.

The ATNM walking audit in January 2021 stated: **Critical** due to missing drop kerbs at northern end (though good provision towards Southern end of route). Footway patching evidence at Northern Section. Northern section of route is isolated but was observed to be well used, which is likely to improve with the new housing development route connecting to the North.

7. Community and Engagement

What stakeholders have you involved in the development of your project, and how have you involved residents in identifying the need for, and design of, this project?

 <p>Involvement</p>	<p>Has a stakeholder engagement plan been prepared?</p>	<p>Yes/No</p>
	<p>If yes, please provide a summary below or attach any relevant documents as evidence. If no, a template is provided in the guidance to assist you.</p>	
	<p>Attached file – AT – St Athan Stakeholder engagement plan</p>	
 <p>Collaboration</p>	<p>Has any scheme specific stakeholder engagement work taken place beyond the initial INM consultations?</p>	<p>Yes/No</p>
	<p>If yes, please provide a summary of the engagement and its impact below and attach any relevant documents to this application as evidence (e.g. design change logs where available)</p>	
	<p>The Local Councillor has commented on the proposal. He has written in to the Council over the years requesting improvements to the footways in the village.</p> <p>The Community Council have commented positively on the proposal and fully support this and the future route from Eglwys Brewis to Ffordd Bro Tathan. Before the end of the FY20/21 the final detailed design will be circulated by the Community Council for public consultation.</p> <p>The Head at St Athan Primary School has requested action to be taken to reduce congestion at the school gates. She sees this route as a positive step to encourage pupils to cycle/walk to school.</p>	

The Commonplace consultation launched December 2020 to capture the needs of the local population, unfortunately there has not been much uptake from St Athan despite an additional letter drop of 200 houses requesting participation.

The final design will be published on the Council website and social media accounts before the end of March 2021 for public comment.



Collaboration

Are any promotional activities included as part of your project?

Yes/No

If yes, please provide a summary below and attach any relevant documents to this application as evidence

This will be available on the Council's website and through social media channels prior to the start of construction.

The school will publicise through their social media channels.

We will engage with the management team at Bro Tathan and request they promote as part of their development plans.

The scheme will be promoted as good news articles in local media outlets. It will likely include a photoshoot with local members, schoolchildren and residents where WG will be referenced for providing the funding along with the objectives of the scheme.

8. Deliverability – Management Case

Can the scheme be delivered? What are the risks? A project plan that identifies timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme.

How will the scheme be delivered?	<p>The scheme will be delivered and managed by the Councils Design and Construction Team and Active Travel Officer. All Council approved procedures will be followed including the necessary CDM Regulations.</p> <p>The project will be kept in house and delivered by the Councils in-house contractor and managed and supervised by Council Officers.</p>
What are the key activities and milestones identified? Provide a summary of the key dates below and attach a copy of your project plan if appropriate. Include actual/anticipated dates for completion of Stages (see guidance) and other milestones. This should include, as a minimum, design, timing of approvals, procurement, construction period and anticipated completion where applicable.	
<p>The work will be managed by the Council’s Design and Construction team with the Active Travel officer as the client.</p> <ul style="list-style-type: none">• Stage 2 Road Safety Audit – Start of April 2021• Telematics Quotes - Start of April 2021• Street Lighting Quotes - Start of April 2021• Utility Communication - Start of April 2021• Telematics Award – Mid April 2021• SuDS application submission – Mid to end April 2021• Street Lighting Award – End April 2021• SuDS Approval – Start of July 2021• Construction Start - July / August 2021• Construction Complete – December 2021• Stage 3 Road Safety Audit – December 2021	

Note that:

- The above timescales are dependent on when/if funding is made available and potential Covid-19 restrictions.
- 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.

Have the key risks been identified?

Yes/No

If yes, please provide a summary of the key risks and attach relevant evidence e.g. a risk register

Adverse weather may delay or extend scheme works beyond the existing funding timescales. The Council will ensure that sufficient contingency measures are in place including providing sufficient float within the contract programme to allow for delays.

Attached – St Athan Risk Register

Have all the necessary permissions been identified? (e.g. TROs, flood-risk permits)

Yes/No

If Yes, what permissions are required?

Planning permission – not required as all land being developed is owned by the Council
Flood risk permit – not needed for this scheme
SSSI – not necessary as this is not an SSSI
Ecology report – not necessary for this scheme
TRO's – not needed for this scheme

Have all the necessary permissions been secured?

Yes/No

If yes, please provide a summary below and attach relevant evidence to provide confirmation (e.g. email or other correspondence). If no, what permissions have been secured, which remain outstanding and what is their current status?

n/a	
Have all land ownership requirements been identified or resolved?	Yes/No
Please provide a summary below including details of known land ownership issues and evidence of any that have been resolved.	
Planning permission – not required as all land being developed is owned by the Council	
Has an EQIA been completed?	Yes/No
If Yes, please provide evidence and information of whether it resulted in any changes to the proposals. If No, please provide details of when one is to be carried out.	
Due to Covid we have been unable to carry out this as planned.	
It will be completed before the end of Q4 FY21/22 with feedback on the protected characteristics particularly disability.	
Have any other survey requirements been identified or undertaken? <i>E.g. utilities, SUDS engagement, ecological, archaeological</i>	Yes/No
Please provide a summary below	
<p>A topographical survey was undertaken early in the project development (early 20/21)</p> <p>Ground investigation works was undertaken</p> <p>A ground radar survey has been undertaken to search for underground utilities (FY18/19)</p> <p>A SuDS assessment is being submitted mid-April 2021</p>	

9. Commercial Case

Has a procurement strategy been identified?	Yes/No
<p>If yes, please provide details of how the scheme will be procured or attach relevant evidence e.g. a procurement strategy. <i>Include details of the likely timescales for the procurement process and the number and experience of the likely suppliers. What are the key contractual arrangements, what is the contract length?</i></p>	
<p>The design functions for this scheme will be undertaken from the Council's Design and Construction Team in the Highways Department.</p> <p>The appointment of any additional contractors to undertake surveys has been in accordance with the procurement policy of the Council.</p> <p>The Council will manage all aspects of the scheme in accordance with its Project and Programme Management Procedures</p>	
Have tender documents been prepared?	Yes/No
Do the tender documents include a Bill of Quantities?	Yes/No
Has a tender process been undertaken?	Yes/No
<p>If yes, please provide further information if available e.g. tender summary</p>	
<p>n/a</p>	

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		9,500	3,000				12,500
Design	43,843						43,843
Land Purchase							
Accommodation Works							
Construction		964,000					964,000
Project Management		78,100					78,100
Monitoring and Evaluation		10,000	2,000	2,000			14,000
Promotion			1,000				1,000
GROSS TOTAL	43,843	1,061,600	6,000	2,000			1,113,443
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	143,850 (S106 St Athan)						(143,850)
NET TOTAL (contribution sought from WG)	(100,007)	1,061,600	6,000	2,000			969,593

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	3,000	1,500	2,000	3,000
Design				
Land Purchase				
Accommodation Works				
Construction		450,000	450,000	64,000
Project Management	10,000	22,100	36,000	10,000
Monitoring and Evaluation				10,000
Promotion & Engagement				
GROSS TOTAL	13,000	473,600	488,000	87,000
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL	13,000	473,600	488,000	87,000