

## **The Vale of Glamorgan Council**

### **Cabinet Meeting: 16 April, 2018**

## **Report of the Cabinet Member for Neighbourhood Services and Transport**

### **Expanding the Scope for the Transport Network Study at Dinas Powys**

#### **Purpose of the Report**

1. To seek the approval of Cabinet to expand the scope for the Welsh Transport Appraisal Guidance (WelTAG) work currently being undertaken in Dinas Powys by Consultant Arcadis Consulting Limited on behalf of the Council.

#### **Recommendations**

1. That Cabinet agrees to expand the scope of the WelTAG work at Dinas Powys to include the options suggested by Dinas Powys Community Council as contained at [Appendix A](#).
2. That Cabinet agrees to include a representative from each of the following community/ town councils to sit on the Review Group for the Dinas Powys WelTAG Stage 2: Llandough Community Council; Penarth Town Council; Barry Town Council and Sully Community Council.
3. That Cabinet receives a further report following the receipt of the draft WelTAG Stage 2 report for Dinas Powys in Summer 2018.
4. That Cabinet approve the increase of £15,171.33 to the 2018/19 Capital Programme for WelTAG Stage 2 Dinas Powys to be funded from Neighbourhood Services and Transport's reserves.

#### **Reasons for the Recommendations**

1. Following the request by Dinas Powys Community Council, to confirm the expansion of the scope for the Dinas Powys WelTAG study.
2. To confirm the review group participants for the Dinas Powys WelTAG study following expansion of its scope to include areas beyond Dinas Powys Community Council.

3. To update Cabinet on the outcome of the study and to recommend ways forward to progress to WelTAG stage 3 work using the relevant Welsh Government Transport Guidance.
4. To add the additional cost of £15,171.33 to the Capital Programme.

## **Background**

2. Arcadis Consulting UK Limited was commissioned by the Council in 2017 to develop and appraise potential options for improving the strategic transport network in Dinas Powys. The appraisal of possible options was in accordance with Welsh Government's latest June 2016 version of the Welsh Transport Appraisal Guidance (WelTAG). All publicly funded transport schemes in Wales need to progress through the WelTAG process prior to being put forward for Welsh Government funding and accepted schemes for transport funding need to demonstrate value for money in addition to a range of other criteria.
3. A WelTAG Stage one Report for Improving Strategic Transport in Dinas Powys was presented to Cabinet in Autumn 2017 and a way forward agreed for progressing the Dinas Powys Report to WelTAG Stage 2, Outline Business Case. The scope of this Study was agreed at that time as for the transport network from Biglis Roundabout to Barons Court junction with the WelTAG Stage One report advising on the issues of concern, exploring their context and presenting a long list of possible solutions to Cabinet in July 2017 (Minute C50 refers). The Report was further considered by Scrutiny Committee (Environment & Regeneration) on 14th September 2017 before finally being agreed by Cabinet on 9th October 2017.
4. Further, as part of the Stage 2 WelTAG Dinas Powys study Cabinet agreed in January 2018 the process, terms of reference and composition of a Review Group for WelTAG Stage 2 which aligns with current Welsh Government guidance.

## **Relevant Issues and Options**

5. A request had been received from the nominated representative who sits on the Review Group for Dinas Powys Community Council, to extend the scope of the Dinas Powys WelTAG study to incorporate a much wider area and additional bypass options than that which is currently being considered. This request was endorsed by Dinas Powys Community Council at an Extraordinary meeting on 21st February 2018 (Appendix A refers). For completeness, this request has been made as part of a proposition that would include the release of land for development alongside and part of a development proposal for the delivery of any new road link. This is addressed further in paragraph 15.
6. Cabinet will recall that the Stage One WelTAG for Dinas Powys considered a study area and problems, opportunities and constraints for the network from Biglis Roundabout to Barons Court junction. Objectives were defined, options sifted and shortlisted to address the problems in the Dinas Powys transport network. The Stage Two process which is now underway is assessing a bypass option in more detail, alongside multi modal proposals.
7. Having received advice from Arcadis Consulting Ltd. who are assisting the Council with this work it has been agreed that the most appropriate way of dealing with these further options is to undertake a combined WelTAG Stage One and Stage Two assessment. This will involve a number of additional tasks to be undertaken as detailed below in paragraphs 8 to 11 below.

8. There is a need for a highways design of an alignment which connects from the sections of the scheme already being developed in the Murch Road area southwards to the junction of Sully Moors Road and Hayes Road (as opposed to connecting to the A4055). This would be to the same level of preliminary design as the other alignments which the Consultants are currently considering. This will involve the design team looking to develop a route to meet the design standards whilst minimising any environmental and property impacts. This route alignment will then be costed in line with the other options under consideration.
9. There will also be a need to undertake further traffic surveys at the three junctions of Sully Moors Road/ Hayes Road, Ffordd y Mileniwm/ A4055 and Biglis Roundabout. This will involve manual classified counts and ANPR surveys, which will provide an additional area of information to the existing traffic assessment being undertaken. If agreed these would need to be undertaken later in April 2018 to avoid the Easter period.
10. An appraisal of the additional option will then need to be undertaken and a manual assessment of likely traffic using the route based on trip patterns, distance and likely journey times. This will enable a comparison to the business case of the existing alignment, without needing to undertake detailed cost benefit analysis (i.e. if the traffic flow is likely to be more and the costs less, then the business case would be stronger and vice versa). The appraisal will be largely qualitative given the level of information available. The results of the assessment will then be incorporated as options into the Stage 2 report to be reviewed by the Review Group (see below) and consulted on.
11. This option would then be incorporated into the Stage Two report as an alternative Dinas Powys bypass option. Whilst such an alignment is likely to address different issues and objectives and have different impacts, it will enable a transparent comparison of options so that options with merit for detailed consideration in Stage Three can be recommended. At the end of the current Stage Two study, this would enable the Review Group followed by the public via a consultation to consider if the alternative option should be considered in more detail, as it has merits compared to the Stage Two options, prior to beginning any Stage three assessment.
12. The Consultants fee for undertaking this additional expanded scope work is £9,951.83 excluding VAT. The cost of the surveys are additional at £5,219.50 excluding VAT for the classified turning counts as well as ANPR surveys. These surveys would be undertaken at three junctions namely:
 

A4231 Barry Docks Link Road / A4055 Cardiff Road / B4267 Sully Moors Road / A4055 Cardiff Road Roundabout;

  - Sully Moors Road / B4267 South Road / Hayes Road Roundabout and
  - Ffordd Y Mileniwm / A4055 Roundabout / western arm routes under the railway line.
13. As well as the additional cost to expand the scope of this Study and assess the additional bypass options there will also be a significant delay to the programme with the additional surveys not being undertaken until later in April 2018 and the draft report being unlikely to be ready for consultation until May 2018 at the earliest. It is unclear currently whether the Council will be successful in obtaining any further funding for this Project for 2018/19 and beyond as a decision on a bid made for £1m to improve the transport network in Dinas Powys is currently awaited from Welsh Government. Therefore should Cabinet be minded to approve the additional scope

funding for this it will need to be found from Neighbourhood Services and Transport reserves or another source such as Section 106 funding.

14. The suggested revised scope and bypasses would also impact on a much larger area than just Dinas Powys and in particular the adjoining communities of Llandough, Penarth, Sully and Barry could be affected by the proposals. Therefore should Cabinet be minded to approve this expanded scope there will need to be an expanded membership of the Review Group for this Stage 2 WeITAG project. Cabinet will recall the agreed membership of the Dinas Powys WeITAG Study Review Group only included the Community Council Dinas Powys following a debate on the matter at the Council's Environment and Regeneration Scrutiny Committee in February 2018. During that debate it was argued that the Review Group should be expanded to include representatives from Penarth and Barry Town Councils as they would be affected by any changes made to the transport network in Dinas Powys. This at the time was not agreed by the Scrutiny Committee or Cabinet, however, should the scope be expanded it is considered that there needs to be an additional Community/ Town Council representative from each of those areas on the Review Group to properly reflect the revised scoped area.
15. As intimated in paragraph 5, the proposed revision also intimates that the expanded scope and bypass options could allow the potential for additional development land to be released should a Bypass be the preferred option moving forward. Officers have in this respect received a suggested development proposition from the representative of Dinas Powys Community Council to include a land release in conjunction with a bypass connecting to Sully Moors Road / B4267 South Road / Hayes Road Roundabout and Ffordd Y Mileniwm rather than just to Biglis roundabout. It is suggested that any such development opportunities would need to be considered via the proper processes probably as part of any future review to the Adopted Local Development Plan.

### **Resource Implications (Financial and Employment)**

16. The maximum budget available for these Projects is £102,000 including all expenses, of which the Welsh Government Grant of £80,000 needs to be spent by 31 March, 2018. The additional costs of the expanded scope for this project of £15,171.33 will need to be found from Neighbourhood Services and Transport's reserves should there be no other funding available.

### **Sustainability and Climate Change Implications**

17. Sustainability, including environmental impacts, will be considered as part of the WeITAG process.

### **Legal Implications (to Include Human Rights Implications)**

18. There are no legal implications associated with this Report.

### **Crime and Disorder Implications**

19. Improvements to transportation systems can assist with providing a safe environment for passengers to travel to and from their home for employment, and leisure activities.

### **Equal Opportunities Implications (to include Welsh Language issues)**

20. The provision of a well organised transport network helps to increase mobility and accessibility.

## **Corporate/Service Objectives**

21. The provision of a reliable, efficient and value for money transport network is recognised by the Visible Service and Transport Plan (2017). The relevant Wellbeing Outcome is An Environmentally Responsible and Prosperous Vale with the relevant Wellbeing Objective being to promote regeneration, economic growth and employment.

## **Policy Framework and Budget**

22. This report is a matter for Executive decision by Cabinet.

## **Consultation (including Ward Member Consultation)**

23. As this report deals with the principles of the engagement of Review Groups for any WeITAG studies, and these could be Vale wide, no local ward Member consultation has been undertaken. The relevant local ward Members will however be consulted on the details of any WeITAG studies covering their particular wards.

## **Relevant Scrutiny Committee**

24. Environment and Regeneration

## **Background Papers**

WeITAG Guidance 2017

## **Contact Officer**

Emma Reed - Head of Neighbourhood Services and Transport - Tel: 02920 673264

## **Officers Consulted**

Legal - Committee Reports  
Accountant - Environment and Housing Services  
Operational Manager - Regeneration  
Operational Manager - Development Management  
Operational Manager Engineering  
Head of Planning and Regeneration  
Transport Services Manager  
Principal Transport and Road Safety Officer

## **Responsible Officer:**

Miles Punter - Director of Environment and Housing Services