

**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2019-20  
SCHEME APPLICATION FORM**

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

<b>Local Authority</b>	Vale of Glamorgan Council
<b>Scheme Name</b>	Dinas Powys Transport Network
<b>Scheme Priority Rank Number</b>	2
<b>Existing or New Scheme</b>	Existing
<b>Grant (please select one)</b>	Local Transport Fund
<b>Date of Scheme</b>	Start April 2017          Estimated Completion Unknown at this stage
<b>Scheme Category</b>	Integrated Transport / Highways / Rail / Active Travel
<b>Funding required for 2019-20</b>	£580,000
<b>Total funding required to complete scheme from 2020-21 onwards</b>	<i>£unknown at this stage</i>
<b>Project Manager Contact Name</b>	Kyle Phillips
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<b>Contact email</b>	<a href="mailto:kwphillips@valeofglamorgan.gov.uk">kwphillips@valeofglamorgan.gov.uk</a>
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: Emma Reed Job Title: Head of Neighbourhood Services & 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.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

OS Grid Reference: ST 15089 70906 51.430775 -3.2228053

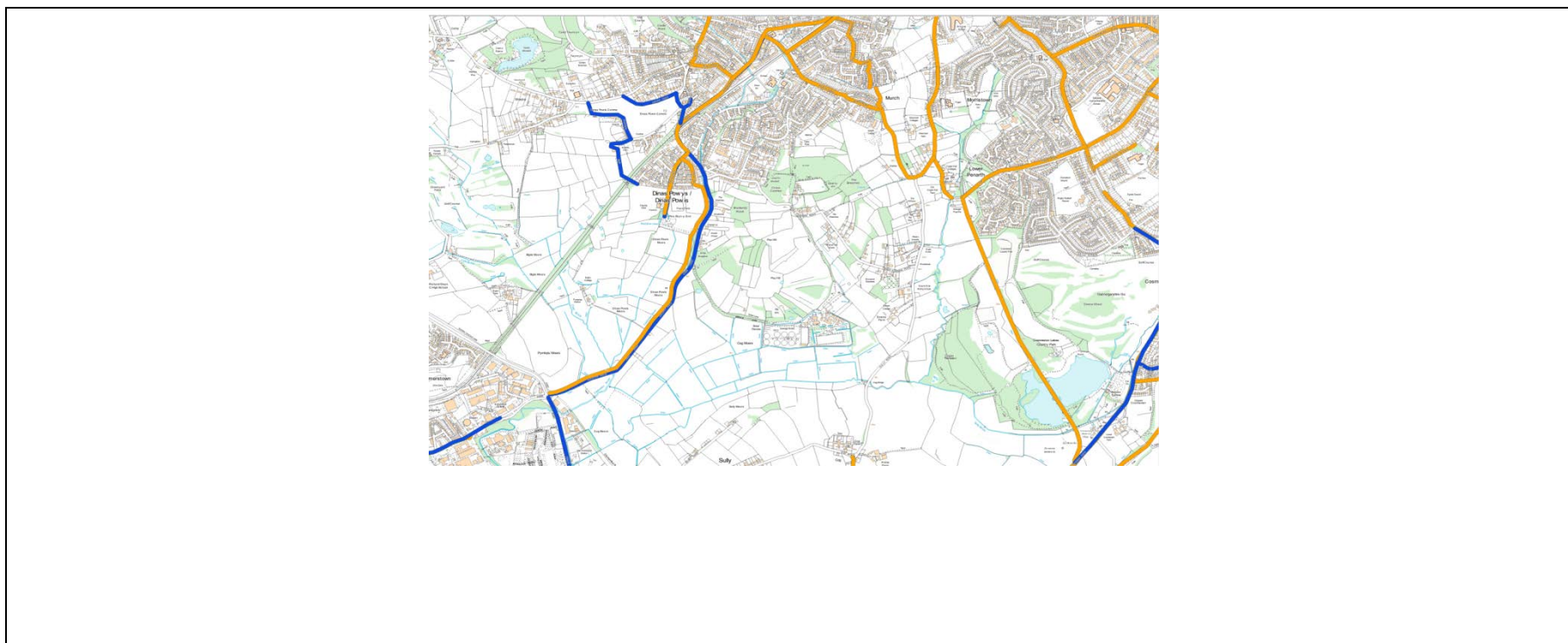
The works include completion of WelTAG Stage 2 plus study and a WelTAG Stage Three: Full Business Case for providing transport network improvements, by either improving the existing corridor through Cardiff Road, or an alternative identified within the WelTag Stage One and Two Appraisals. The WelTAG Stage Two is not complete at the time of submitting this bid, but it is envisaged that it will be completed by March 2019 and will have fully considered all options identified at the end of Stage One, and will have a clear position on all of the proposals under consideration. It is expected that the preferred options will be selected to carry out WelTAG Stage Three so that a full Business Case can then be prepared. The preferred option/s will address the road based congestion at the key road junctions of this corridor and should include multi-modal solutions, including a fully compliant Active Travel corridor from Barry to Cardiff. The recommendations in the Stage 2 Report will fully inform the options taken forward to WelTAG Stage 3.

The process will encompass the tasks referred to in Stage Three: Full Business Case, WelTAG 2017.

The study will take account of all existing commitments within the Vale of Glamorgan's emerging LDP and Adopted LTP.

The work undertaken will include objectives in line with the Well-being of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013, Cardiff Metro and the Cardiff Capital Region City Deal.

Consultation, communication and stakeholder engagement will be carried out throughout.



### **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 proposal.

**PLEASE ONLY PROVIDE INFORMATION RELATED TO YOUR SCHEME**

The Five Ways of Working	
<b>Long Term</b> – please describe how you have considered long term needs related to your scheme. What are the impacts of your proposal on future generations?	Investment in the public and sustainable transport infrastructure can help to tackle congestion and pollution and achieve a modal switch from cars to bus services, walking & cycling and rail against a backdrop of further economic growth in the area. It can also help to maintain connectivity between economic inactive households living in deprived communities with the employment opportunities that are located in the Capital and other destinations in the south of the corridor.
<b>Prevention</b> – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse in the first place.	<p>The Dinas Powys Corridor is identified within the key strategic highway corridors in the Cardiff Capital Region and is subject to significant congestion, especially during the peak hours. This situation is likely to be compounded over the next 5 years, which will have a detrimental impact on the business viability and attractiveness in regional terms. Any improvements to the transport network in Dinas Powys will aid existing network efficiencies, reduce traffic volumes and create and/or reallocate road space.</p> <p>The problems on this corridor relate to the sheer volume of motorised traffic on this primary commuter corridor to Cardiff, the time taken to travel, the junctions that restrict movement and the accidents accorded to the volume of traffic.</p> <p>Traffic movement is predominantly car and rail based due to the lack of Active Travel provision between the communities of Barry and Dinas Powys, therefore infrastructure doesn't currently lending itself to encourage walking or cycling between communities. However, by providing new Active Travel routes, and upgrading existing walking and cycling provision throughout the corridor, making better use routes and improving the rail provision via the Metro, local drivers will be encouraged to switch mode from motorised vehicle to walking and cycling, bus and rail, freeing up road space for growth.</p>
<b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.	The scheme will offer a range of localised sustainable transport options and a new road option, enabling growth of all modes of transport to accommodate the wider strategic transport goals to access the employment and housing developments that will be delivered within the LDP period as well as connecting the region between the Vale of Glamorgan and Cardiff. Providing improved connectivity unlock land that will entice employers to invest in the area.

	<p>The wider impacts of the scheme outputs are anticipated to:</p> <ul style="list-style-type: none"> <li>i) tackle pollution and improve air quality through achieving a modal switch from car to bus, rail and active travel and to consider the options of providing a By-Pass (if recommended after the WelTAG Stage Two is complete) to remove the traffic from the centre of Dinas Powys,</li> <li>iv) enhance the local environment.</li> </ul>
<p><b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>Arcadis Consultancy have been engaged to carry out the WelTAG Studies and all relevant transport stakeholders have been engaged as well as wider interested parties including the RHA and FTA. The Cardiff City Deal Transport Group has been engaged and there have been a series of public consultations.</p>
<p><b>Involvement</b> – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>Whilst this corridor is identified as part of the LDP and LTP process to reduce motorised vehicular traffic and promote the use of sustainable transport to try to reduce congestion and accidents, and make space for growth on the highway network, the scheme has also been requested as part of the responses from the Active Travel ERM, and has been consulted on as part of LTP and LDP processes.</p> <p>The WelTag Stage One and Two Appraisals have been funded as a joint venture with WG and the Vale of Glamorgan Council and the new proposals have been shared with Welsh Government colleagues to ensure early engagement and buy-in.</p> <p>Two consultation processes will have been carried out by the end of this financial year for both appraisals along with stakeholder consultations.</p>

## **SCHEME BUSINESS CASE**

### **1. STRATEGIC CASE**

The case for change, fit with policies and objectives.

The Case for Change	
<p><b>Current and Future Situation and Issues</b></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 delivering the vision of the Cardiff Capital Region City Deal, it is accepted that excellent transport connectivity can act as a catalyst for new development and regeneration. These proposed improvements will help serve economic growth, when planned in tandem with the Cardiff Capital Region City Deal social and environmental programmes, by widening labour markets, unlocking the identified sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing costs for links from suppliers to producers to markets.</p> <p>It would be remiss of the Council, the wider region and Welsh Government (WG) not to consider this corridor and make the necessary improvements to access the Capital City. Schemes identified within the WelTag Stage One Appraisal include sustainable transport improvements and a By-Pass option. At the time of submitting this report, the WelTAG Stage Two is not complete to ascertain whether a road option is feasible. However, it is expected that the WelTAG Stage 2 will be completed and a decision taken as to the feasibility of a road option, including the financial viability, by the end of this financial year. This bid is in anticipation of a positive outcome and aims to seek funding to progress to WelTAG Stage 3 on all options under consideration in 2019/20. The schemes being proposed will reduce the impact to the local communities, provide the transport connectivity required to serve employment opportunities, and encourage modal shift to Active Travel modes for localised movements, the necessary infrastructure is required to make the routes attractive and safe. To provide off-road walking and cycling facilities along the line of route, would encourage and offer a facility to a wide population including some of the most vulnerable members of the public, as well as vulnerable road users.</p>

<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>This corridor scheme will aid realising the vision of the Cardiff Capital Region City Deal in terms of improving GVA, by providing an Active Travel facility on the congested commuter route, support Active Travel and reduce traffic on this very busy commuter routes between Barry and Cardiff via Dinas Powys.</p> <p>Any improvements to the transport network will reduce the risk of collisions by reducing the number of vehicles on these roads and freeing up road space to enable the growth required to access employment and other facilities.</p> <p>To enable more reliable public transport provision by reducing congestion on these busy roads.</p> <p>Any scheme identified will tackle pollution and improve air quality through achieving a modal switch from car to bus, rail and active travel, and enhance the environment.</p>
<p><b>Fits with Policies and Plans</b> Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. <b>Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</b></p>	<p>The Active Travel and sustainable transport elements of this proposal, are being promoted as short and medium term schemes to be delivered within the Vale of Glamorgan Local Transport Plan and the Council's Local Development Plan.</p> <p>Consultation was carried out via Community public exhibition sessions in November 2013 for the LDP and at numerous times during the Active Travel ERM and INM processes.</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:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>

<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<b>Prosperous &amp; Secure</b>	<ul style="list-style-type: none"> <li>• Support People and businesses to drive prosperity</li> <li>• Tackle regional inequality and promote fair work</li> <li>• Drive sustainable growth and combat climate change</li> </ul>	<p>This scheme will support the Welsh Government’s Programme for Government outcomes with a focus on maximising the benefits from future transport improvements in Wales. Any proposed improvements will serve economic growth, by widening labour markets, unlocking the identified sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing costs for links from suppliers to producers to markets. Improving access to Cardiff will enable excellent international connections, supporting inward investment and tourism.</p>
<b>Healthy &amp; Active</b>	<ul style="list-style-type: none"> <li>• Deliver quality health and care services fit for the future</li> <li>• Promote good health and well-being for everyone</li> <li>• Build healthier communities and better environments</li> </ul>	<p>Provision of improved walking and cycling opportunities to rail stations will encourage more people to use active travel for short journeys</p> <p>The scheme will bring relief to communities along traffic congested routes (congestion, severance, safety, air quality)</p> <p>The scheme will improve accessibility in the region's communities, and to the key employment sites of the Coastal Zone.</p>
<b>Ambitious &amp; Learning</b>	<ul style="list-style-type: none"> <li>• Support young people to make the most of their potential</li> <li>• Build ambition and encourage learning for life</li> <li>• Equip everyone with the right skills for a changing world</li> </ul>	<p>Improve access to education and health facilities for all road users, including those without access to a car.</p> <p>Improvements to transport infrastructure in the regions' aim to increase its attractiveness to visitors, improve access to</p>



<b>United &amp; Connected</b>	<ul style="list-style-type: none"> <li>• Build resilient communities, culture and language</li> <li>• Deliver modern and connected infrastructure</li> <li>• Promote and protect Wales' place in the world</li> </ul>	<p>employment sites and promote other sustainable modes of transport.</p> <p>Investment in the public transport system will encourage greater passenger usage of the local and regional bus networks, helping to maintain their commercial viability. This, in turn, will ensure that the bus service network continues to play an important connectivity role linking those communities with high levels of deprivation and low car ownership with areas of buoyant economic activity and a wide range of services and facilities.</p> <p>This scheme will consider all sustainable solutions to reduce congestion and improve travel journey times, as well as improve the environment and offer improved connections locally and regionally.</p>
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### 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 Objectives
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas</li> <li>• Reduce economic inactivity by delivering safe and affordable access to employment</li> </ul>	<p>Improving this corridor will improve access to major employment sites within the Vale of Glamorgan and Cardiff.</p> <p>Improving sustainable transport opportunities as part of these proposals will help reduce economic inactivity in Barry.</p> <p>These proposals include walking and cycling infrastructure, and improvements for passenger transport modes that encourage sustainable travel.</p>

	<p>sites</p> <ul style="list-style-type: none"> <li>• Encourage active and sustainable travel</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Develop active travel schemes identified in the Integrated Network Maps</li> </ul>	<p>Some communities in Barry are amongst the highest areas of deprivation. These proposals will connect Barry to Dinas Powys, and Dinas Powys to Cardiff and Penarth, connecting all of the communities and enabling residents access to key services within Barry, Cardiff and Penarth. All Active Travel schemes proposed have been identified within The Vale of Glamorgan Council's INM.</p>
<b>Local Transport Network Fund</b>	<ul style="list-style-type: none"> <li>• Improve public transport journey time reliability</li> <li>• Improve air quality</li> <li>• Reduce public transport journey times</li> <li>• Connect communities and enable access to employment, education and key services</li> </ul>	<p>Dinas Powys currently suffers from congestion at peak times and throughout other parts of the day as one of the main accesses to Cardiff from the Vale of Glamorgan. Any interventions will focus on improving journey times and reliability for all modes of transport. Concerns have been raised on the corridor with regards air quality, particularly outside Dinas Powys Primary School. The air quality will be monitored and any interventions will aim to reduce the volume of traffic outside the school and the queue levels at the junctions. Bus priority measures are proposed as part of this scheme to enable buses to improve journey times and journey time reliability. This corridor is one of the primary corridors to access employment in Cardiff, Llandough Hospital and the Vale of Glamorgan, who are all major employers.</p>
<b>Active Travel Fund</b>	<ul style="list-style-type: none"> <li>• Improve active travel access to employment, education, key services, destinations and public transport</li> <li>• Increase levels of active travel</li> <li>• Connect communities</li> </ul>	

<p><b>Safe Routes in Communities</b></p>	<ul style="list-style-type: none"> <li>• Increase levels of active travel among children travelling to school</li> <li>• Increase levels of active travel in the wider community (please indicate the position of the community in the Welsh Index of Multiple Deprivation)</li> </ul>	
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## 2. TRANSPORT CASE

### Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Positive
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	Positive
A globally responsible Wales	Positive

## Value for Money

Please explain what steps have been taken to ensure costs have been kept as low as possible and to quantify if the funding requested will represent value for money. Include Benefit Cost Ratio (BCR) if known:

All consultant led work is tendered via a National Procurement framework on Sell2Wales which ensures quality standards are met and each bid is then assessed and awarded based on a stringent assessment criteria.

The in-house design and construction 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.

## 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.

### Social Impacts

Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.

This scheme has the potential to enhance and add value, delivering infrastructure necessary to support development, create jobs and economic activity and reduce deprivation in the region.

This scheme will provide improved accessibility to employment opportunities, education facilities and health services across the region by a number of transport modes. Improved access to rail stations will encourage greater use of public transport. Improved interchange facilities and new/improved walking and cycling links to stations and connecting communities will benefit those without access to a car.

	By improving the traffic flows along the strategic transport corridors in the region all users; residents, commuters, business and visitors will be able to access key services and communities quicker and safely without delay.
<p><b>Cultural Impacts</b> Please consider cultural impacts including welsh language.</p>	Improving the efficiency of the transport network by reducing journey times through junctions for public transport and combining peak hour journeys by providing strategic park and ride opportunities, will have a low impact on local air quality, biodiversity, heritage, water environment and noise. Landscape and townscape impacts are moderately beneficial due to improvement to rail and bus station environs.
<p><b>Environmental Impacts</b> Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	Improving the efficiency of the transport network by reducing journey times through junctions for public transport and combining peak hour journeys by providing strategic park and ride opportunities, will have a low impact on local air quality, biodiversity, heritage, water environment and noise. Landscape and townscape impacts are moderately beneficial due to improvement to rail and bus station environs.
<p><b>Economic Impacts</b> 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>	Improving the efficiency of the transport network by reducing journey times through junctions for public transport and combining peak hour journeys by providing strategic park and ride opportunities, will have a low impact on local air quality, biodiversity, heritage, water environment and noise. Landscape and townscape impacts are moderately beneficial due to improvement to rail and bus station environs.

### 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.

Delivery of the scheme is unknown at this stage but will progress under WeITAG Stage 2 plus and Stage 3 studies.  
A potential risk to the potential construction is the archaeological investigations, and ground investigations will be required at this stage of the project given the risks in the local area.  
Public support for scheme – work will be used to promote the intervention. Communication will be a key element to enable the public to make representations that will be used to inform the proposals.  
Routes identified will include potential land take to enable a road to be constructed. Legal advice will be sought and procedures implemented in accordingly.

#### 4. FINANCIAL CASE

##### Financial expenditure profile

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

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys		200,000	Unknown				200,000
Design		380,000	Unknown				380,000
Land Purchase							
Accommodation Works							
Construction							
Project Management							
Monitoring and Evaluation							
Promotion							
<b>GROSS TOTAL</b>		<b>580,000</b>					<b>580,000</b>
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
<b>NET TOTAL</b>		<b>580,000</b>					<b>580,000</b>

### 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 FY2019-20 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	50,000	50,000	50,000	50,000
Design	95,000	95,000	95,000	95,000
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
Promotion				
<b>GROSS TOTAL</b>	<b>145,000</b>	<b>145,000</b>	<b>145,000</b>	<b>145,000</b>
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
<b>NET TOTAL</b>	<b>145,000</b>	<b>145,000</b>	<b>145,000</b>	<b>145,000</b>



## 5. COMMERCIAL CASE

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

The Council will contract consultants to carry out the Weltag Stage Two plus and Three appraisal for providing transport and highway improvements throughout Dinas Powys within the study area identified. This contract will be let in accordance with the Council's Financial Regulations and Standing Orders as well as in accordance with procurement rules.

## **MONITORING AND EVALUATION**

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

A monitoring and evaluation plan will be produced as part of the delivery stage of any identified future interventions.