

Meeting of:	Cabinet
Date of Meeting:	Monday, 29 July 2019
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Award of Welsh Government Transport Grants for the 2019/2020
Purpose of Report:	To update Cabinet and seek its endorsement to accept the Welsh Government Grants for a number of Transport schemes in the Vale of Glamorgan
Report Owner:	Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing Services
Elected Member and Officer Consultation:	Operational Manager Engineering Accountant Environment and Housing Services Legal Services (Committee Reports)
Policy Framework:	This report is a matter for Executive decision by Cabinet
Executive Summary:	<ul style="list-style-type: none"> • This Report provides Cabinet with information on the grants that the Council has been successful in obtaining from Welsh Government for a variety of transport schemes in the Vale of Glamorgan. • The Report lists the schemes and studies that will be undertaken with the funding provided and those that have not been successful in gaining funding. • The Report recommends that the Cabinet Member for Neighbourhood Services and Transport and Director of Environment and Housing Services be granted delegated powers to authorise any spend of these grants, which will be added to the Council's capital programme.

Recommendations

1. That Cabinet notes and agrees the schemes that have been granted funding for the 2019/20 financial year.
2. That Cabinet notes that the requirement for the grant to be accepted by the deadline of 30th May 2019 in order for the award not to be withdrawn.
3. That delegated powers be granted to the Director of Environment and Housing in consultation with Cabinet Member for Neighbourhood Services and Transport to allocate the funding as necessary to undertake the work on these schemes and studies.
4. That Cabinet approves the Capital funding of £1,845,027 for inclusion in the 2019/20 Neighbourhood Services and Transport Capital Programme.

Reasons for Recommendations

1. To advise Cabinet of the schemes, procedures and terms and conditions of the grant funding (Appendix A).
2. To ensure the grant was accepted and money made available to the Council in order for the schemes to progress as early as possible.
3. To ensure the necessary work on these schemes can be undertaken at the earliest opportunity.
4. To comply with the Council's financial controls and ensure the grants can be monitored in line with all other Capital expenditure.

1. Background

- 1.1 The Welsh Government invites local authorities to submit applications for Local Transport Fund (LTF), Local Transport Network Fund (LTNF), Road Safety Revenue and Capital, Safe Routes in Communities (SRiC) and Active Travel funding annually.
- 1.2 The total amount of funding available for LTF and LTNF across Wales for the financial year 2019/20 is £31m.
- 1.3 The total amount of funding across Wales for Active Travel Schemes was £20m, split £12m for regional schemes and £8m for local schemes.
- 1.4 The applications submitted are to enable improvements to the existing transport infrastructure, enhance road safety and create more sustainable ways of travelling.
- 1.5 The funding for Road Safety Revenue schemes was set by Welsh Government at £69,100 and has been split between Kerbcraft and Child Pedestrian Training (£31,700), National Standards Cycling Training (£29,750), Megadrive, a pre-driver

training programme (£3,000), Bike Safe, a motor cycle training programme (£350) and Pass Plus, an advanced driving course (£4,300).

1.6 Welsh Government permitted the maximum number of applications for each funding stream as follows:

LTF - 2 new applications (in addition to existing schemes)

LTNF - 1 new application (in addition to existing schemes)

Road Safety Capital - 3 new applications

SRiC - 1 new application (in addition to existing schemes)

Active Travel (Strategic) - 1 new application (in addition to existing schemes)

Active Travel (Local) - 2 new applications (in addition to existing schemes)

2. Key Issues for Consideration

2.1 A number of individual bids were submitted to Welsh Government for LTF, LTNF, Road Safety Capital and Revenue schemes, SRiC and Active Travel. Appendix B to this report shows the schemes that were submitted and the amounts of grant received for each.

2.2 The Council was unsuccessful in gaining funding for specific Active Travel schemes. However, Welsh Government has allocated each Local Authority a sum of money to undertake feasibility, promotion, design and minor improvements on schemes that currently sit on their Integrated Active Travel Network Maps.

2.3 The funding has been recommended with the agreement of the relevant Cabinet Member to be spent on:

- Strategic Network Crossing and Junctions Review - £2.5k
- Integrated Network Map Audits – work through each area and introduce, where possible based on feasibility and design, suggested improvements – £100k
- Cycle stands for a number of schools who have requested them following on from a recent survey – £40k
- Bike Share Study – Sustrans - £15k
- Production of an Active Travel map for local areas, including engagement sessions with local schools - £7k per school (all High Schools - 8)- £56k
- St Athan Active Travel Scheme – Delivery of scheme following on from design work undertaken in 18/19 which was funded by WG - £40k
- Weycock Cross to Cardiff Airport – Detailed design of AT route - £100k
- A4055 Cardiff Road – AT Route – Detailed design (feasibility and survey work previously funded by WG) – £100k

2.4 The Council was successful in obtaining funding for two Road Safety Capital schemes improvements:

- A4055 - Cardiff Road, Dinas Powys - £78,754
- B4270 - Floodgate roundabout to Nash Corner, Llandow - £46,173

2.5 Funding of £114,000 was also granted for a SRiC scheme which will see junction improvements to offer better pedestrian crossing opportunities and to slow the traffic to reduce the risk of loss of control and junction collisions on a very busy trafficked route (Porthkerry Road, Romilly Road and Windsor Road, Barry).

2.6 The Council was also successful in applying for funding to continue with two WelTAG studies:

- M4 Junction 34 to A48 WelTAG 3 study (also to include GRIP studies into a new Parkway Station based at junction 34 of the M4) - £750,000
- Penarth to Cardiff Barrage sustainable transport corridor WelTAG 3 study - £400,000.

2.7 Unfortunately the Council was unsuccessful in its bid for funding to conclude the Stage II WelTAG study for the Dinas Powys Transport network. However, due to the necessity to complete the work already started in order to progress further through the WelTAG stages this work will be funded by the Council.

2.8 Bus Shelter improvement funding was also granted this financial year, under the LTNF budget, which will allow for the current improvement programme to strategic bus stops to continue - £105,000.

2.9 While some of the required funding requests were not met, particularly for the WelTAG studies, in-year funding can be requested from Welsh Government in order to make up any shortfall. If in-year funding applications are not successful the Council can agree to stop the studies or fund from additional sources.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

3.1 Each of the schemes that has been granted funding has to meet the Five Ways of Working and contribute to the well-being objectives. Each application for funding details how these will be met.

3.2 The individual applications for each scheme are attached at Appendix C to this report.

4. Resources and Legal Considerations

Financial

- 4.1** The acceptance of this grant funding assists the Council in its statutory duties and allows for a number of transport improvements schemes to be undertaken.

Employment

- 4.2** Consultants will be commissioned to undertake the technical work on the WelTAG studies as the range of technical skills required to do so are not currently available within the Council.
- 4.3** The Design and Construction elements of any of the schemes will be undertaken in-house.

Legal (Including Equalities)

- 4.4** The Road Safety Act 1988 places a statutory duty on local authorities to provide road safety advice, including education, training and publicity which benefits road safety and enables upholding of laws in relation to the safe use of the highway.
- 4.5** The Active Travel Act 2013 places a statutory duty on local authorities to improve and enhance its active travel routes which exist on their integrated network maps, with adequate promotion and publicity.
- 4.6** The Vale of Glamorgan Local Development Plan (2017) was adopted by the Council on the 28th June 2017. This sets out the vision, objectives, strategy and policies for managing development in the Vale of Glamorgan. It also seeks to identify the infrastructure that will be required to meet anticipated growth in the Vale of Glamorgan area up to 2026. The LDP states that priority will be given to schemes that improve highway safety, accessibility, public transport, walking and cycling.
- 4.7** The provision of a well organised transport network helps to increase mobility and accessibility.

5. Background Papers

None.



Llywodraeth Cymru
Welsh Government

Mr Rob Thomas
Managing Director
Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
Vale of Glamorgan
CF63 4RU

16 May 2019

Dear Mr Thomas,

Award of Funding in relation to Local Transport Fund, Local Transport Network Fund, Safe Routes in Communities, Road Safety Capital and Revenue & Active Travel Fund Grants for Financial Year 2019/20 – Vale of Glamorgan Council

1. Award of Funding

- (a) We are pleased to inform you that your Application has been successful and funding of up to £1,845,027 (*one million eight hundred and forty five thousand and twenty seven pounds*) (“the Funding”) is awarded to you for the Purposes (as defined in Condition 4(a)).
- **Local Transport Fund** of up to £1,150,000 (*one million, one hundred and fifty thousand pounds*)
 - **Local Transport Network Fund** of up to £105,000 (*one hundred and five thousand pounds*)
 - **Safe Routes in Communities** of up to £114,000 (*one hundred and fourteen thousand pounds*)
 - **Road Safety Capital** of up to £124,927 (*one hundred and twenty four thousand, nine hundred and twenty seven pounds*)
 - **Road Safety Revenue** of up to £69,100 (*sixty nine thousand, one hundred pounds*)
 - **Active Travel Fund** of up to £282,000 (*two hundred and eighty two thousand pounds*)
- (b) The Funding relates to the period 1st April 2019 to 31st March 2020 and must be claimed in full by 30th April 2020 otherwise any unclaimed part of the Funding will cease to be available to you.

- (c) If you have any queries in relation to this award of Funding or the Conditions please contact the Welsh Government Official who will be happy to assist you.

2. Statutory authority and State Aid

- (a) This award of Funding is made on and subject to the Conditions and under the authority of the Minister for Economy and Transport, one of the Welsh Ministers, acting pursuant to functions transferred under section 58A of the Government of Wales Act 2006, section 31 of the Local Government Act 2007, section 6 of the Transport for (Wales) Act 2006 and Active Travel Wales Act (Wales) 2013.
- (b) You must comply with the European Commission's State Aid Rules.

3. Interpreting these Conditions

Any reference in these Conditions to:

'you', 'your' is to Vale of Glamorgan Council, Civic Offices, Holton Road, Barry, Vale of Glamorgan, CF63 4RU;

'we', 'us', 'our' is to the Welsh Ministers;

'Welsh Government Official' is to

Local Transport Fund, Local Transport Network Fund & Active Travel Fund

Alison Thomas
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Safe Routes in Communities

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Road Safety Capital & Revenue

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or such other Welsh Government official as we may notify you.

‘Project Manager’ is to

**Local Transport Fund, Local Transport Network Fund,
Active Travel Fund, Safe Routes in Communities & Road
Safety Revenue**

Kyle Phillips
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‘Application’ is to your applications submitted on 18 January 2019;

‘Conditions’ is to the terms and conditions set out in this letter;

‘Costs Incurred’ is to the cost of goods and services you have received regardless of whether you have paid for them by the date of your claim;

‘Notification Event’ is to any of the events listed in Schedule 3;

‘Payment Profile’ is to the payment profile set out in Schedule 4;

‘Personnel’ is to your management/employees and suppliers or any other person appointed or engaged by you in relation to the Purposes;

‘Schedule’ is to the schedules attached to this letter;

'State Aid Rules' is to the rules set out in Articles 107 to 109 of the Treaty on the Functioning of the European Union (or in those Articles that may succeed Articles 107 to 109), secondary legislation including frameworks, guidelines and block exemptions produced by the European Commission derived from Articles 107 to 109, case law of the European Courts and decisions of the European Commission regarding the application of Articles 107 to 109; and

any reference to any legislation whether domestic, EU or international law will include all amendments to and substitutions and re-enactments of that legislation in force from time to time.

4. What you must use the Funding for

- (a) You must use the Funding solely for the purposes set out in Schedule 1 (the **"Purposes"**).
- (b) You must achieve the targets and outcomes set out in Schedule 2 (the **"Targets"**).
- (c) Any change to the Purposes or Targets will require our written consent which must be obtained from us in advance of implementing any change. Please note that we are not obliged to give our consent but we will consider all reasonable written requests.
- (d) You must not use any part of the Funding for: (1) party political purposes; (2) the promotion of particular secular, religious or political views; (3) gambling; (4) pornography; (5) offering sexual services; (6) purchasing capital equipment (other than as specified in the Purposes); (7) your legal fees in relation to this letter; (8) Costs Incurred or costs incurred and defrayed by you in the delivery of the Purposes prior to the period referred to in Condition 1 (b); (9) any kind of illegal activities; or (10) any kind of activity which in our opinion could bring us into disrepute.

5. Funding pre-conditions

- (a) We will not pay any of the Funding to you until you have provided us with the following information and documentation:
 - (i) this letter signed by you;
 - (ii) documentary evidence that the signatories who have signed this letter on your behalf are duly authorised to do so;
 - (iii) documentary evidence that you have appropriate systems in place to undertake due diligence before utilising any part of the Funding to provide a grant to or procure any goods or services from third parties;

- (iv) record of signatories to be completed and returned to Welsh Government using the enclosed register of signatories;
 - (v) Confirmation that any required match funding is in place to ensure the success of the scheme(s).
- (b) Where you are required to provide information and documentation to us as evidence that you have satisfied a particular pre-condition, Condition or in support of a claim, the information and documentation must be in all respects acceptable to us. We reserve the right to reject any information and documentation which is for any reason not acceptable to us.

6. How to claim the Funding

- (a) The Funding will be paid to you quarterly in arrears based on Costs Incurred by you in the delivery of the Purposes detailed in the Payment Profile.
- (b) You must claim the Funding in accordance with the dates set out in the Payment Profile. You must claim the Funding promptly. We reserve the right to withdraw any part of the Funding that you do not claim promptly.
- (c) You must submit your claims for payment of Funding to the Welsh Government Official.
- (d) You must use our current claim pro-forma (which is available from the Welsh Government Official) and set out in the Guidance Note and attach the information and documentation specified in the Payment Profile.
 - i) confirmation that you are operating in all respects in accordance with your constitution; and
 - ii) confirmation that you have appropriate systems in place to undertake due diligence before utilising any part of the Funding to provide a grant to or procure any goods or services from third parties;
- (e) We will aim to pay all valid claims as soon as possible and typically within 28 days.

7. Your general obligations to us

You must:

- (a) safeguard the Funding against fraud generally and, in particular, fraud on the part of your Personnel and notify us immediately if you have reason to suspect that any fraud within your organisation whether or not it relates to the Funding has occurred or is occurring

or is likely to occur. You must also participate in such fraud prevention initiatives as we may require from time to time.

- (b) comply with all applicable domestic, EU or international laws or regulations or official directives;
- (c) maintain adequate insurances to cover against the risks which may arise in connection with any property or any activity undertaken in delivery of the Purposes. We reserve the right to require you to provide proof of your insurance;
- (d) put in place and maintain appropriate systems to undertake due diligence before utilising any part of the Funding to provide a grant to or procure any goods or services from third parties;
- (e) co-operate fully with the Welsh Government Official and with any other employee of the Welsh Government or consultant appointed by us to monitor your use of the Funding and your compliance with these Conditions;
- (f) inform us immediately if any of the declarations made in Condition 8 is incorrect in any respect or, if repeated at any time with reference to the facts and circumstances then existing, would be incorrect.

8. Declarations

You declare that:

- (a) you have the power to enter into and to perform the obligations set out in these Conditions and you have taken all necessary action to authorise the entry into and performance of the obligations under these Conditions;
- (b) no litigation or arbitration is current or pending or, so far as you are aware, threatened, which have or could have an adverse effect on your ability to perform and comply with any of these Conditions;
- (c) the information contained in your Application is complete, true and accurate;
- (d) you have disclosed to us all material facts or circumstances which need to be disclosed to enable us to obtain a true and correct view of your business and affairs (both current and prospective) or which ought to be provided to any person who is considering providing funding to you;
- (e) you have discussed and agreed the Targets with us and you are confident that they are realistic and achievable;

- (f) you will meet all future revenue and maintenance costs arising from your scheme(s);
- (g) you accept the grant is awarded for a period of one year and shall cease on 21 March 2020.

9. Notification Events and their consequences

- (a) You must notify us immediately if a Notification Event has occurred or is likely to occur but we also reserve the right to notify you where we believe a Notification Event has occurred or is likely to occur.
- (b) We will either (i) notify you that we consider that the Notification Event is not capable of remedy or (ii) if we consider that the Notification Event is capable of being remedied seek to discuss the Notification Event with you with a view to agreeing a course of action to be taken to address the Notification Event.
- (c) We will be entitled to take any of the actions listed in Condition 9(d) if:
 - (i) despite our reasonable efforts we have been unable to discuss the Notification Event with you; or
 - (ii) we notify you that the Notification Event is not capable of remedy; or
 - (iii) a course of action to address the Notification Event is not agreed with you; or
 - (iv) a course of action to address the Notification Event is agreed with you but you fail to follow it, or any conditions attached to it are not met (including without limitation the timescale for such course of action); or
 - (v) the course of action fails to remedy the Notification Event to our satisfaction.
- (d) If any of the circumstances set out in Condition 9(c) occurs we may by notice to you:
 - (i) withdraw the award of Funding; and/or
 - (ii) require you to repay all or part of the Funding immediately; and/or
 - (iii) suspend or cease all further payment of Funding; and/or
 - (iv) make all further payments of Funding subject to such conditions as we may specify; and/or
 - (v) deduct all amounts owed to us under these Conditions from any other funding that we have awarded or may award to you; and/or
 - (vi) exercise any other rights against you which we may have in respect of the Funding.

- (e) All repayments of Funding must be made to us within 28 days of the date of our demand. If applicable, you must pay interest on any overdue repayments (on a compound basis) in accordance with the State Aid Rules.

10. Monitoring requirements

You must:

- (a) provide us with such documents, information and reports which we may reasonably require from time to time in order for us to monitor your compliance with the Conditions including without limit:
 - i) As set out in the guidance notes
- (b) meet with the Welsh Government Official and such other of our representatives as we may from time to time reasonably required:
 - i) As set out in the guidance notes
- (c) ensure that the Project Manager (or such other person as we may agree) together with any other person we may require attends all meetings with the Welsh Government Official.
- (d) Provide us with data on Capital scheme(s) outcomes achieved on an annual basis for a period of 3 years following the completion of the scheme(s).

11. Audit Requirements

- (a) You must:
 - (i) maintain clear accounting records identifying all income and expenditure in relation to the Purposes;
 - (ii) without charge, permit any officer or officers of the Welsh Government, Wales Audit Office or European Commission at any reasonable time and on reasonable notice (in exceptional circumstances, such as the prevention or detection of fraud, it may not be practicable to provide you with reasonable notice) being given to you to visit your premises and/or to inspect any of your activities and/or to examine and take copies of your books of account and such other documents or records howsoever stored as in such officer's reasonable view may relate in any way to your use of the Funding. This undertaking is without prejudice and subject to any other statutory rights and powers exercisable by the Welsh Government, Wales Audit Office or the European Commission or any officer, servant or agent of any of the above;

- (iii) retain this letter and all original documents relating to the Funding until we inform you in writing that it is safe to destroy them;
- (b) Under paragraph 17 of Schedule 8 to the Government of Wales Act 2006 the Auditor General for Wales has extensive rights of access to documents and information relating to monies provided by the Welsh Government. He and his officials have the power to require relevant persons who control or hold documents to give any assistance, information and explanation that they may require; and to require those persons to attend before them for such a purpose. The Auditor General and his staff may exercise this right at all reasonable times.

12. Capital Grant Related Provisions – Local Transport Fund, Local Transport Network Fund and Active Travel Fund Only

- (a) Our prior approval must be sought before any change of use for assets which have been funded in whole or in part under this agreement.
- (b) You shall not raise a mortgage or other charge on assets purchased under the grant scheme(s) without obtaining our prior approval.
- (c) Where an asset, or an interest in an asset funded under this agreement is subsequently disposed of or ceases to be used for the approved purpose of which it was obtained, you shall notify us. If we then so demand, you will repay to us the full market value of the asset as the date of the disposal or cessation of approved use, or such lesser sum as we in our absolute discretion may deem to be a fair proportion of the market value.
- (d) We reserve the right to take possession of all assets funded in whole or in part under this agreement at its termination. We will pay an appropriate amount, as agreed with you, should we exercise our discretion in respect of assets only partly required from grant funding.
- (e) Agreement shall be sought from us before any publicly funded asset is used to generate income.

13. Third party obligations

- (a) Nothing in the Conditions imposes any liability on us in respect of any liability incurred by you to any third party (including, without limit, employees and contractors).
- (b) You must indemnify us against any liabilities, claims, proceedings, demands, losses, costs and expenses suffered or incurred by us

directly or indirectly arising as a result of or in connection with any failure by you to perform fully or in part any obligation you may have to a third party.

14. Intellectual property rights and publicity

- (a) Nothing in these Conditions transfers to us any rights in any intellectual property created by you as a result of the Purposes.
- (b) You must acknowledge our support in relation to the Purposes. Such acknowledgement(s) must be in a form approved by us and must comply with the Welsh Government's branding guidelines.
- (c) You must provide the Welsh Government Official with details of all the acknowledgement(s) referred to in Condition 13(b) for our approval before any such acknowledgements are used and you may not use such acknowledgments without our prior written approval. We will endeavour to respond to all written requests for approval within 10 working days.
- (d) You agree that from the date of this letter until 5 years from the date of the final payment of Funding we may include details about your organisation and business, the Funding and the Purposes in Welsh Government promotional materials and you further agree to cooperate with our reasonable requests to achieve the production of such materials.

15. Information

- (a) You acknowledge that we are subject to the requirements of the Freedom of Information Act 2000 (the "FOIA"), the Environmental Information Regulations 2004 (the "EIR"), the Data Protection Act 2018 (the "DPA") and the General Data Protection Regulation (Regulation (EU) 2016/679) (the "GDPR").
- (b) You acknowledge that we are responsible for determining in our absolute discretion whether:
 - (i) to disclose any information which we have obtained under or in connection with the Funding to the extent that we are required to disclose such information to a person making a disclosure request under the FOIA or the EIR; and/or
 - (ii) any information is exempt from disclosure under the FOIA or the EIR.
- (c) You acknowledge that we may share any data you provide to us with fraud prevention agencies and third parties for the purposes of preventing and detecting fraud. Any personal data we collect will be managed in accordance with our Privacy Notice which is available to view here <https://beta.gov.wales/privacy-notice-welsh-government-grants>

16. Buying goods and services

If you decide to buy any goods and/or services to deliver the Purposes, they must be purchased in a competitive and sustainable way so as to demonstrate that you have achieved best value in the use of public funds.

17. Giving notice

- (a) Where notice is required to be given under these Conditions it must be in writing (this does not include email but may include a letter attached to an email) and must prominently display the following heading:

“Notice in relation to the Local Transport Fund, Local Transport Network fund, Safe Routes in Communities, Road Safety Capital & Revenue and Active Travel Fund Grants for Financial Year 2019/20 – Vale of Glamorgan Council”.

- (b) The address and contact details for the purposes of serving notice under these Conditions are as follows

You: the Project Manager at the address stated in Condition 3.

Us: the Welsh Government Official at the address stated in Condition 3.

- (c) A notice will be deemed to have been properly given as follows:-

Prepaid first class post: on the second working day after the date of posting.

By hand: upon delivery to the address or the next working day if after 4pm or on a weekend or public holiday.

By email attachment: upon transmission or the next working day if after 4pm or on a weekend or public holiday.

18. Equal opportunities

You must apply a policy of equal opportunities as employers, as users of volunteers, and as providers of services, regardless of race, gender/gender identification, sexual orientation, religion and belief, age or any disability.

19. Welsh language

- a. Where the Purposes include or relate to the provision of services in Wales they must be provided in Welsh and English unless it would be unreasonable or disproportionate to do so. Where they are provided in both Welsh and English they must be provided in such a way as to not treat the Welsh language less favourably than English, in accordance with the Welsh Language (Wales) Measure 2011.
- b. For advice on providing services bilingually and in accordance with the Conditions please contact the Welsh Language Commissioner's Hybu team:
<http://www.comisiynyddygybraeg.cymru/hybu/en/home/Pages/home.aspx>

20. Sustainability

Your use of the Funding must (where reasonably practicable) meet the Welsh Government's current agenda for sustainable development and the environment.

21. Welsh Ministers' functions

You acknowledge that the Welsh Ministers have a range of functions which will continue to accrue and be amended and that decisions in relation to each such function are obliged to be taken in the light of all relevant and to the exclusion of all irrelevant considerations. You agree that nothing contained or implied in , or arising under or in connection with, these Conditions will in any way prejudice, fetter or affect the functions of the Welsh Ministers or any of them nor oblige the Welsh Ministers or any of them to exercise, or refrain from exercising, any of their functions in any particular way.

22. General

- (a) If at any time any of these Conditions is deemed to be or becomes invalid, illegal or unenforceable in any respect under any law, the validity, legality and enforceability of the remaining provisions will not in any way be affected or impaired.
- (b) No failure or delay on our part to exercise any power, right or remedy under these Conditions will operate as a waiver of any such power, right or remedy or preclude its further exercise or the exercise of any other power, right or remedy. The powers, rights or remedies hereby provided are cumulative and not exclusive of any powers, rights or remedies provided by law.
- (c) Any amendment or variation to these Conditions must be in writing and signed by us and you in the same manner as this letter.

- (d) You may not assign or otherwise dispose of in any way your rights, benefits, obligations or duties under these Conditions.
- (e) Conditions 7, 9, 11, 14, 15, and 22(e) and such other Conditions which by implication need to continue in force beyond the final payment of Funding will so continue in full force and effect.
- (f) The award of the Funding is to you alone and no one else is entitled to make any claim in respect of the Funding or seek to rely on or enforce any of these Conditions.
- (g) These Conditions are to be governed by and construed in accordance with the laws of Wales and England as applied in Wales and the parties hereto submit to the exclusive jurisdiction of the courts of Wales and England.
- (h) In circumstances where you comprise two or more persons or bodies, the liabilities of such persons or bodies shall be joint and several and the default of one of such persons or bodies shall be deemed to be the default of all.

23. How to accept this offer of Funding

- a. To accept this award of Funding you must sign and return a copy of this letter to the Welsh Government Official. None of the Funding will be paid to you until we have received your signed letter.
- b. We must receive your signed letter within 14 days of the date of this letter, or this award of Funding will automatically be withdrawn.

Yours faithfully



Signed by Dewi Rowlands
under authority of the Minister for Economy and Transport one of the Welsh
Ministers

**SCHEDULE 1
The Purposes**

Local Transport Fund

The Purpose of the Local Transport Fund is to enable you to develop integrated, effective, accessible, affordable and sustainable transport systems that support our strategic outcomes as outlined in the Programme for Government and the Wales Transport Strategy.

Scheme Name	Scheme Purpose	LTF Awarded £	Percentage of the gross expenditure that will be paid (within maximum amount of LTF awarded)
M4 Junction 34 to Cardiff Airport Transport Network Scheme	On-going studies into the development proposals for a new road linking the M4 and A48 and a new park & ride at Junction 34 of the M4 including WelTAG 3 full business case and GRIP studies.	750,000	100%
Cardiff-Vale Coastal Transport Network	The works include completion of WelTAG Stage 2 and WelTAG Stage 3 Full Business Case for providing transport network improvements on the Penarth Cardiff Barrage Sustainable Transport Corridor.	400,000	100%

To Note:

- The Funding can be used to fund the cost of land purchase, but must not be used in respect of compensation claims arising from the land purchase or from the Scheme(s) itself.
- Funding will be provided up to the amount awarded for actual eligible expenditure incurred on an accepted scheme(s).
- Funding will be capped at the level of the award and you will be required to carry the risk of any overspend that may occur
- Where increased costs arise due to exceptional circumstances outside of your control, we may consider additional funding.
- For any scheme(s) that carry on beyond 31 March 2020 the responsibility for completing and meeting the associated costs lies with you.

- All projects that include or interface with active travel infrastructure must comply with Design Guidance: Active Travel (Wales) Act 2013.
- All transport projects that seek funding from the Welsh Government must demonstrate adherence to the Welsh Government Transport Appraisal Guidance (WeITAG) <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

Local Transport Network Fund

The Purpose of the Local Transport Network Fund is to enable you to develop integrated, effective, accessible, affordable and sustainable transport systems that support our strategic outcomes as outlined in the Programme for Government and the Wales Transport Strategy.

Scheme Name	Scheme Purpose	LTNF Awarded	Percentage of the gross expenditure that will be paid (within maximum amount of LTNF awarded)
		£	
A48 Strategic Corridor and other Primary Bus Stops	Improvement & upgrading works at bus stops.	105,000	100%

To Note:

- The Funding can be used to fund the cost of land purchase, but must not be used in respect of compensation claims arising from the land purchase or from the Scheme(s) itself.
- Funding will be provided up to the amount awarded for actual eligible expenditure incurred on an accepted scheme(s).
- Funding will be capped at the level of the award and you will be required to carry the risk of any overspend that may occur
- Where increased costs arise due to exceptional circumstances outside of your control, we may consider additional funding.
- For any scheme(s) that carry on beyond 31 March 2020 the responsibility for completing and meeting the associated costs lies with you.
- All projects that include or interface with active travel infrastructure must comply with Design Guidance: Active Travel (Wales) Act 2013.
- All transport projects that seek funding from the Welsh Government must demonstrate adherence to the Welsh Government Transport Appraisal Guidance (WeITAG) <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

Safe Routes in Communities

The Purpose of the Safe Routes in Communities funding is to support capital schemes that contribute to the Welsh Government's objectives to improve accessibility and safety and encourage walking and cycling in communities. There is particular emphasis on improving routes to and from schools. The aim is to change how people travel, resulting in greater social inclusion and improved community safety.

Scheme Name	Funding Awarded	Comments
Porthkerry Road/Romilly Road/Windsor Road Active Travel Scheme	£114,000	

To Note:

- All projects must comply with Design Guidance: Active Travel (Wales) Act 2013.
- All transport projects that seek funding from the Welsh Government must demonstrate adherence to the Welsh Government Transport Appraisal Guidance (WelTAG) <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

Road Safety – Capital & Revenue

The Purpose of Road Safety Revenue funding is to support schemes and projects that contribute to the Welsh Government objective to reduce casualties on Welsh roads.

Scheme Name	Funding Allocation	Comments
<i>Capital (£124,927)</i>		
A4055 Cardiff Road	£78,754	
B4270 Floodgate Roundabout to Nash Corner, Llandow	£46,173	
<i>Revenue (£69,100)</i>		
Kerbcraft & Child Pedestrian Training	£31,700	
National Standards Cycle Training	£29,750	
Mega Drive	£3,000	
BikeSafe	£350	
Pass Plus	£4,300	

To Note:

- All projects that include or interface with active travel infrastructure must comply with Design Guidance: Active Travel (Wales) Act 2013.
- All capital projects must be evaluated for a three year period following scheme completion and an assessment made of the impact on casualty reduction.
- All revenue projects (including the five approved initiatives) must be subject to ongoing evaluation to measure the impact on behaviour change and casualty reduction.
- Operators of motorcycle safety schemes on behalf of local authorities must be recognised as appropriately qualified by the Police, DVSA, IAM or RoSPA.
- All transport projects that seek funding from the Welsh Government must demonstrate adherence to the Welsh Government Transport Appraisal Guidance (WelTAG) <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

Active Travel Fund

The Purpose of the Active Travel Fund is to increase levels of active travel, improve health & well-being, improve air quality, reduce carbon emissions, connect communities and improve active travel access to employment, education and key services, destinations and public transport

	Scheme Name	Scheme Purpose	ATF Award £
	Core ATF Allocation	<ul style="list-style-type: none">• Feasibility, survey and design work for INM schemes with high active travel use potential• Consultation and engagement at network, route or scheme level• Promotion associated with network plans and schemes• Minor infrastructure improvements, including installation of signage, cycle parking, removal of access barriers, path widening, etc., but not routine maintenance tasks	£282,000

Core Active Travel Fund Allocation

In order to claim your allocation, you need to submit in writing how you propose to use the funding, within 21 days of receipt of the grant offer letter.

For each proposal we require the following information:

- The type of activity/ies you intend to undertake
- The INM / ERM route(s) they relate to
- The basis on which it was prioritised
- The estimated cost and timeline

To Note:

- The Funding can be used to fund the cost of land purchase, but must not be used in respect of compensation claims arising from the land purchase of from the scheme(s) itself.
- Funding will be provided up to the amount awarded for actual eligible expenditure incurred on an accepted scheme(s)
- Funding will be capped at the level of the award and you will be required to carry the risk of any overspend that may occur

- Where increased costs arise due to exceptional circumstances outside of your control, we may consider additional funding
- For any scheme(s) that carry on beyond 31 March 2020 the responsibility for completing and meeting the associated costs lie with you
- All projects must comply with Design Guidance: Active Travel (Wales) Act 2013
- All transport projects that seek funding from the Welsh Government must demonstrate adherence to the Welsh Government Transport Appraisal Guidance (WeITAG)
- <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

SCHEDULE 2 The Targets

Description of the Target	Date by when it should be achieved	Evidence required
<p><u>Applies to All Grants</u></p> <p>Deliver the Scheme(s) as outlined in Schedule 1 of this document</p>	<p>31 March 2020</p>	<p>Completed quarterly progress reports in accordance with the requirements set out in the enclosed Guidance Notes.</p>
<p><u>Applies to All Grants</u></p> <p>Monitor and evaluate the scheme(s) as outlined in Schedule 1 of the document</p>	<p>30 Sept 2020 30 Sept 2021 30 Sept 2022</p>	<p>You are required to provide us with data on scheme(s) outcomes achieved on an annual basis for a period of three years following completion of the scheme(s), with reports to be submitted to us by September of each year.</p>
<p><u>Road Safety Revenue Only</u></p> <p>Monitor and evaluate the Revenue Schemes delivered</p>	<p>31 March 2020</p>	<p>Final report on outcomes of the monitoring and evaluations</p>
<p><u>Core Active Travel Fund Allocation Only</u></p> <p>Written proposal on Active Travel Core funding allocation</p>	<p>21 days after receipt of this award letter</p>	<ul style="list-style-type: none"> • The type of activity/ies you intend to undertake • The INM / ERM route(s) they relate to • The basis on which it was prioritised • The estimated cost and timeline

SCHEDULE 3

Notification Events

The Notification Events referred to in Condition 9 are listed below:

1. repayment of any part of the Funding is required under European Law (whether under State Aid Rules or otherwise);
2. you fail to comply with any of the Conditions;
3. the Funding, in full or in part, is not being used for the Purposes;
4. you fail to achieve any or all of the Targets;
5. there is unsatisfactory progress towards completing the Purposes, including meeting the Targets;
6. you fail to provide information about the Purposes requested by us, the European Commission or the European Court of Auditors, or any of their auditors, agents or representatives;
7. we have reason to believe that you and/or any of your Personnel are involved in fraudulent activity or have been involved in fraudulent activity [whilst the Purposes are/were being carried out];
8. we have made an overpayment of Funding to you;
9. any declaration made in Condition 8 is incorrect in any respect or, if repeated at any time with reference to the facts and circumstances then existing, would be incorrect;
10. there has been a modification (qualification, adverse or disclaimer) to the auditor's opinion on your financial statements;
11. any petition is presented or resolution passed or other action taken for your bankruptcy or winding-up or a petition is presented for an administration order against you;
12. a receiver or an administrative receiver is appointed in respect of you or in respect of all or any part of your assets;
13. a moratorium in respect of all or any of your debts or a composition or an agreement with your creditors is agreed, applied for, ordered or declared;
14. you are unable, or admit in writing your inability, to pay your debts as they fall due;
15. any distress, execution, attachment or other process affects any of your assets;

16. a statutory demand is issued against you;
17. you cease, or threaten to cease, to carry on all or a substantial part of your business;
18. there is a change in your constitution, status, control or ownership and/or your external auditors resign;
19. there is any change, whether permanent or temporary, in your shareholders, directors, trustees or partners and/or Personnel which may affect your ability to deliver the Purposes;
20. any event occurs or circumstances arise which in our opinion gives reasonable grounds for believing that you may not, or may be unable, to perform or comply with any of your obligations under these Conditions.

SCHEDULE 4 Payment Profile

Maximum amount that can be claimed in FY 2019/20	
Local Transport Fund	£1,150,000
Local Transport Network Fund	£105,000
Safe Routes in Communities	£114,000
Road Safety Capital	£124,927
Road Safety Revenue	£69,100
Active Travel Fund	£282,000

Quarter	Claim Period	Claim to be submitted no later than
1	01 April 2019 to 30 June 2019	15 July 2019
2	01 July 2019 to 30 September 2019	15 October 2019
3	01 October 2019 to 31 December 2019	15 January 2020
4	01 January 2020 to 31 March 2020	30 April 2020

The Following Documents which must accompany each claim as detailed in the attached guidance note	
Annex A	Performance Report
Annex B	Financial Report
Annex C	Claim Form
Annex E	Schedule of Eligible Expenditure
	Local Transport Fund, Local Transport Network Fund and Active Travel Fund – Copies of supporting evidence for items of £40,000 and over
	Road Safety Revenue – Copies of supporting evidence for items of £10,000 and over
	Nil returns shall be made as appropriate
	Road Safety Revenue only – Final report including completion figures and evaluation data for revenue projects

To Note:

- Electronic reports, claims and supporting information will only be accepted from the email addresses of those officers included in the Register of Signatories that is submitted by the authority when accepting this Award Letter.
- All of the completed template forms shall be signed as follows:
 - Local Transport Fund – Project Manager
 - Local Transport Network Fund – Project Manager
 - Safe Routes in Communities – Project Manager
 - Road Safety Revenue – Project Manager/Finance Officer
 - Active Travel Fund – Project Manager
- Annex D – Final Claim Form shall be signed by the Chief Finance Officer.

- **All signed completed template forms shall be emailed to:**
Transportplanning@gov.wales / CynllunioTrafnidiaeth@llyw.cymru

TWO SIGNATORIES ARE REQUIRED

We hereby accept the award of Funding for **Local Transport Fund, Local Transport Network Fund, Safe Routes in Communities, Road Safety Capital and Revenue & Active Travel Fund Grants for Financial Year 2019/20 – Vale of Glamorgan Council** and the Conditions relating to the Funding.

_____ Signature
An authorised signatory of **Vale of Glamorgan Council**

_____ Name

_____ Chief Finance Officer _____ Job Title

_____ Date

_____ Signature
An authorised signatory of **Vale of Glamorgan Council**

_____ Name

_____ Job Title

_____ Date

Fund	Name of scheme	Description	Funding requested 19/20	Funding Granted May19
Active Travel	St Athan Active Travel Scheme	Provision of dropped kerbs and improved walking surfacing through St Athan village and Eglwys Brewis (£12,000 funded and spent on design in FY18/19)	£41,000	£0
Active Travel	Weycock Cross to Cardiff Airport Active Travel Scheme	A 1.7 mile footway/cycleway link from Weycock Cross roundabout, Port Road, Barry to Cardiff International Airport and associated works.	£138,822	£0
Active Travel	Core ATF Allocation	Feasibility, survey & design work for INM schemes; consultation & engagement; promotion; minor infrastructure improvements.	£0	£282,000
Local Transport Fund	Dinas Powys Transport Network	The works include completion of WelTAG Stage 2 plus study and a WelTAG Stage Three: Full Business Case for providing transport network improvements. 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.	£580,000	£0
Local Transport Fund	M4, Junction 34 to Cardiff Airport Transport Network Scheme	On-going studies into the development proposals for a new road linking the M4 and A48 and a new park and ride at Junction 34 of the M4 including WelTAG 3 full business case and GRIP study's.	£940,000	£750,000
Local Transport Fund	Penarth Cardiff Barrage Sustainable Transport Corridor	The works include completion of WelTAG Stage Two and a WelTAG Stage Three: Full Business Case for providing transport network improvements on the Penarth Cardiff Barrage Sustainable Transport Corridor.	£600,000	£400,000
Local Transport Network Fund	A48 Strategic Corridor and other Primary Bus Stops	Improve bus stop infrastructure along the A48 corridor and other high usage locations throughout the Vale (£145,000 LTNF funded in 18/19 with an additional £30k from S106 in 18/19)	£105,000	£105,000
Road Safety Capital	A4055 Cardiff Road	Reduce speed limit to 40mph and improve the route by installing Vehicle Activated (VA) signs, Araf / Slow warning signs and High Friction Surfacing at the bends.	£78,754	£78,754
Road Safety Capital	B4270 Floodgate Roundabout to Nash Corner, Llandow.	The introduction of a speed reduction scheme comprising carriageway markings.	£46,173.00	£46,173
Road Safety Capital	B4524 (Ogmore By Sea)	Installation of chevron Alignments signs, Vehicle Activated (VA) signs, Sheep warning signs and High Friction Surfacing at the bends.	£59,204	£0
Road Safety Revenue	CPT & Kerbcraft	To deliver Kerbcraft and Child Pedestrian Training to a minimum of 600 5-7 year olds in the Vale of Glamorgan schools as per the authorised Kerbcraft scheme in an effort to reduce child casualty statistics.	£31,700	£31,700
Road Safety Revenue	Cycling	To offer / deliver National Standards level 1 & 2 cycle training to all year 6 and some year 5 pupils where appropriate within the Vale of Glamorgan Schools and to deliver level 3 cycle training to meet demand for teenagers and adults.	£29,750	£29,750
Road Safety Revenue	Mega Drive	Megdrive is a road safety scheme aimed at pre-drivers aged 16 and over in order to educate them on how to be responsible car users, whether as a driver or a passenger.	£3,000	£3,000
Road Safety Revenue	Motorbikes	BikeSafe is a Police led motorcyclist advisory, assessment and referral scheme. Its aim is to encourage motorcyclists to undertake post-test training to improve rider attitude and behaviour and in doing so help reduce the number of motorcyclists being killed or seriously injured.	£350	£350
Road Safety Revenue	Pass Plus Cymru	Delivery of the PPC syllabus to young drivers through a workshop based theory session and practical training delivered by an Approved Driving Instructor.	£4,300	£4,300
Safe Routes in Communities	Porthkerry Road / Romilly Road / Windsor Road Active Travel Scheme	This scheme is to provide junction improvements to offer better pedestrian crossing opportunities and to slow the traffic to reduce the risk of loss of control and junction collisions on a very busy rat-run route.	£114,000	£114,000
TOTAL			£2,772,053	£1,845,027

ROAD SAFETY GRANT FY2019-20

ROAD SAFETY REVENUE APPLICATION FORM

Guidance Notes:

Local Authorities should complete one form per education/training intervention you require funding for.

1. There is no limit of the number of applications an authority can make. Applications must be for one intervention. We will not accept applications for a package of training interventions.
2. Applications for the approved education and training interventions do not require an evidence base or key benefits to support applications but do require local monitoring procedures.
3. Applications for new interventions to be piloted in 2019-20 do not require an existing evaluation but must include specific proposals for monitoring and evaluation.
4. Applications for funding existing schemes outside of the approved areas must be supported by evaluations of scheme effectiveness.
5. **For applications within the approved areas, the total grant applied for must not exceed the maximum cost per trainee multiplied by the number of people to receive the training/education. The maximum cost per trainee is intended to include all associated costs for delivering the intervention, including publicity.**

PassPlus Cymru	£138
Megadrive	£26
Motorcyclist: Assessment Training First responder	Assessment - £60 Training £135 First Responder £55
Kerbcraft	£62
National Cycle Training	£48

Local Authority	Vale of Glamorgan
Title	CPT & Kerbcraft
Funding requested for 2019-20	£31,700
Project Manager Contact Name <i>*note this will be the name used on the grant offer letter and for future correspondence</i>	Kyle Phillips

Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge.</i>	Name: Emma Reed Job Title: Head of Neighbourhood Services & Transport Signature:

1. Scheme Description

Provide a brief description of the training or intervention (to include purpose and target audience)
To deliver Kerbcraft and Child Pedestrian Training to a minimum of 600 5-7 year olds in the Vale of Glamorgan schools as per the authorised Kerbcraft scheme in an effort to reduce child casualty statistics. This early year's intervention lays the foundation for life-long road safety education and skills.

2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

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.

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

Please set out how this intervention will contribute to the wellbeing ways of working

The Five Ways of Working	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	It would be appropriate to consider the scheme again and consider whether shorter courses have enough value to enable the resource available to work better. This would have the benefit of encouraging more volunteers as 12 weeks

	<p>is a long commitment. The scheme is now one of the earliest interventions that the Council currently has to reach young people and parents, to encourage them to consider road safety and learn safe and considerate skills for life.</p>
<p>Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>Road safety is a learned habit, requiring a lot of encouragement and education for all age groups. There is no way of preventing the problem in the first place, but the more personnel and initiatives that can be used to deliver road safety ETP, the more chance we have of keeping people of all ages safe.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>Working with schools, disadvantaged communities, health and leisure practitioners, the Police and Fire Service to deliver child pedestrian training and other road safety initiatives, will assist with their obligations under the Well-Being and Future Generations Act. Officers continuously consider requests and assist various public bodies to deliver the scheme in areas where issues have been identified..</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>This scheme is a national scheme. However, the Council has worked with other Authorities within the region to consider the benefits and further development of the scheme. Offering a shorter course for a number of years has enabled more pupils to receive training within the available resource. These developments are discussed and considered within a Road Safety Wales forum to enable all other LAs in Wales to benefit from offering shorter courses as well.</p>
<p>Involvement – please describe who you have involved and how, in the</p>	<p>The schools are actively involved and it is expected that volunteers are provided</p>

development and appraisal of your proposal	through either the schools networks or the LSAs to assist with the delivery of some of the lessons. The Council is part of many groups in the locality that considers options to engage with the public to offer a variety of services alongside other public bodies.
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3. Strategic Case

Evidence base (explain why this intervention is required in your authority, with reference to casualty figures and other data sources). This should include an explanation of the projected numbers to be trained.
This is one of the five priorities in the Road Safety Framework and does not require an evidence base as stated in the guidelines above. With the support of schools and volunteers, we aim to deliver this initiative to 600 pupils within the Vale of Glamorgan.
Method (Please explain the method that will be used to deliver the training and the rationale for taking this approach)
The Kerbcraft course is a 12 week course delivering practical training for 6/7 year olds by Kerbcraft officers and volunteers. Child pedestrian training is a shorter 4 week course. The Council is able to target more schools and thereby pupils, by offering a mix of full Kerbcraft and CPT shorter courses.
Description of how you have engaged with relevant stakeholders & target audience in the development of the scheme
Not appropriate.
Describe how you have worked with your road safety partner organisations in the planning, development and delivery of this intervention.
Not appropriate at this stage.

4. 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	neutral
A globally responsible Wales	Positive

5. Management Case

Deliverability

(Describe the key staff, actions and activities, resources and processes that will be put in place to ensure the intervention can be delivered successfully. This should include measures you will take to promote the intervention to your target audience. You should also identify any current staff shortages that may impact on delivery)

Kerbcraft/CPT training is currently delivered by officers and volunteers trained specifically for the purpose. It follows the Kerbcraft manual of practical instruction in targeted primary schools with the sanction and co-operation of the Head teachers and governors. It is now in its 15th year of successful operation.

As there is an oversubscription of requests from the schools for this training, casualty figures will be taken into account to prioritise schools, along with criteria such as the multiple index of deprivation and a judgement on the highest risk schools where it is most likely that pupils are walking to school, be it accompanied and/or unaccompanied.

6. Financial case

Number of people to receive the education/training intervention (Please provide a total figure and quarterly breakdown)

Road Safety Grant funded		
	No. to be trained	Projected grant claim
Qtr 1	150	7925
Qtr 2	150	7925
Qtr 3	150	7925
Qtr 4	150	7925
Total	Total - 600	£31700

Local authority funded		
	No. to be trained	Projected expenditure
Qtr 1		
Qtr 2		
Qtr 3		
Qtr 4		
Total		

If your cost per person exceeds the ceiling cost please provide an explanation

N/A

Value for money (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 in terms of the contribution made to casualty reduction)

Officers will be employed on a term-time only basis to ensure lower overheads. Volunteers are used to maximise output.

The cost of delivering Kerbcraft and Child Pedestrian Training currently is approximately £50.00 per head (£60 Kerbcraft and £30 Child Pedestrian Training).

This includes an element for administering the scheme in terms of arranging timetables, getting parental consents etc.

7. 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?

Officers are employed on an annual basis to deliver the scheme as temporary staff.

8. Monitoring and Evaluation

Evaluation

(provide a brief summary of what evaluation that has been undertaken on this intervention, referencing specific evaluation reports that have been produced and explaining how that evaluation has demonstrated the intervention contributes to casualty reduction and demonstrates value for money)

It is expected that a national evaluation exercise will be undertaken by the Welsh Government in due course.

Previous national evaluations include:

*Road Safety Research Report No. 82 Evaluation of the National Child Pedestrian Training Pilot Projects - Kirstie Whelan, Elizabeth Towner, Gail Errington and Jane Powell
Centre for Child and Adolescent Health, University of the West of England, Bristol

March 2008 - Department for Transport: London

Proposals for ongoing monitoring and evaluation ⁴

(What data will be collected/ considered in evaluating the effectiveness of the scheme? What process will be put in place to assess impact in terms of casualty reduction?)

Any recommendations that are made following the Welsh Government evaluation exercise will be addressed within the scheme.

The scheme's reports also monitor each individual child's progress through the training to ensure successful completion. Control- monitoring of children in Year 6.

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

It is expected that a national evaluation exercise will be undertaken in due course.

**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

Local Authority	Vale of Glamorgan Council
Scheme Name	A48 Strategic Corridor and other Primary Bus Stops
Scheme Priority Rank Number	1
Existing or New Scheme	Existing Scheme
Grant (please select one)	Local Transport Network Fund
Date of Scheme	Start April 2018 Estimated Completion 31 st March 2020
Scheme Category (please select one)	Integrated Transport / Highways
Funding required for 2019-20	£105,000 (indicative funding from 18/19 application)
Total funding required to complete scheme from 2020-21 onwards	£NIL
Project Manager Contact Name	Kyle Phillips
Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Authorised by (e.g. Head of Finance or Transport Services)	Name: Emma Reed Job Title: Head of Neighbourhood Services & 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 GB grid reference

The bus corridor along the A48 linking Bridgend to Cardiff through the Vale of Glamorgan and giving access to numerous rural communities, is one of the strategic network corridors in the Vale of Glamorgan. It links to one of the Strategic Opportunity Areas identified in the Wales Spatial Plan (St Athan), is a link to the airport, as well as the key settlements of Barry and Cardiff. The corridor continues into Ely and on to Cardiff City Centre and is projected to cater for a significant increase in both peak and off-peak traffic between the Vale of Glamorgan and Cardiff city centre as set out in the deposited Local Development Plans.

The Council's Local Development Plan indicates that the A48 and its close proximity sites will experience a significant growth in population over the next few years, with in excess of 1500 new properties proposed where people could utilise this corridor to access bus services. The route is also the east – west link that bisects the J34 to Cardiff Airport corridor which is proposing major infrastructure improvements for the future, with new jobs and services being provided eg. Aston Martin at St Athan.

The scheme also proposes to improve bus stop infrastructure at key locations in town centres and key trip destinations e.g. Barry Island where many thousands of where visitors flock each year. It can be noted therefore, that the corridor has an important connectivity role and the individual site specific upgrades of bus stops will benefit those stops where the highest usage is identified.

This corridor is served along its entire length by the X2 bus service operated by First Cymru in South Wales. This service operates between Bridgend and Cardiff at a frequency of every 30 minutes each way Mondays to Saturdays, as well as hourly on Sundays. The route also caters for numerous school transport services accessing Cowbridge Comprehensive School, St David's College, Bishop of Llandaf High School, Bro Morganwg Welsh Medium Comprehensive School and a number of primary

schools operated by various local bus operators.

Previous investment in this Strategic Corridor has focussed on on improving access to the local bus network, enhancing the passenger waiting environment and improving bus service reliability. 19 bus stops have been identified on the A48 corridor as needing improving, along with 5 other key stops in Llantwit Major, Barry and Penarth. This on-going investment would eventually see the upgrading of these stops to DDA compliant standards, together with the renewal of shelters.

This approach is supported by the bus operators, who view these improvements as strengthening their business cases to further invest in higher quality vehicles and more frequent services. Requests from the public have been received by the Council to improve access to these bus stops, and in some cases, complaining of insufficient DDA compliant stops for wheelchair users.

Improvement and upgrading works at the bus stops will involve the installation of new shelters (where footway widths permit), new bus stop poles and flags, new raised kerbs (boarders) with tapering at either end, the resurfacing of the passenger waiting area and the renewal of bus stop clearway markings and signage where appropriate. The new shelters (which may be partially enclosed at some locations) will incorporate an information display case to provide both local bus and general information for passengers. In addition, there will be improvements to the immediate environment around each bus stop to ensure that the works are accessible and fully integrated with the local street scene.

The Council has already identified £30k towards the upgrade of two bus stops at Culverhouse Cross on the A48 corridor from S106 funding, and developments on the corridor are providing further improvements on some of these bus stops that have a direct link to their developments. The A48 corridor compliments the works being delivered on the Five Mile Lane and future potential improvements linking to the M4.

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	
Long Term – please describe how you have considered long term needs. What are the impacts of your scheme on future generations?	The growth in population and economic activity has seen a corresponding growth in traffic flows along the A48. (eg. average of 31,800 vehicles travelling per day on the A48 corridor. Barry, Penarth and Llantwit are the largest towns / villages in the Vale and the bus stops identified for upgrade, are amongst the highest used bus stops in the Vale for all demographic groups. The Barry Island bus stops identified cater for a high tourist user group with other 40,000 visitors a weekend at peak times throughout the year. Investment in the public transport infrastructure can help to tackle congestion and pollution and achieve a modal switch from cars to bus services 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 in Barry.
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	<p>Many bus stops along the entire corridor require enhancement work in order to match the step change in accessibility and vehicle quality that has been provided by the bus operators.</p> <p>Improving reliability and access to the mainstream bus services offers a more cost effective and environmentally friendly way to address the issues highlighted</p>

	<p>above. It is more socially acceptable to residents with restricted mobility, as they are able to have more flexibility when travelling, compared to increasing the coverage of dedicated door-to-door transport. Furthermore, these measures, which make better use of the existing highway network and benefit the local bus services, have the least adverse impact on the environment compared to those highway works aimed at accommodating more road traffic.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The outcomes of the A48 Strategic Bus Corridor Improvement Scheme are closely aligned to the aims and objectives of the Council's Corporate Plan. The proposals would aid the following outcomes:</p> <ul style="list-style-type: none">i) tackling pollution and improving air quality, through achieving a modal switch from car to bus and by improving traffic flows,ii) offering better access to the local bus network for residents with restricted mobility, thereby enabling them to have more independence and reach key services and facilities,iii) tackling poverty and benefitting the local economy, by ensuring non-car owning households living in deprived communities in the north of the corridor have access to employment opportunities in the south,iv) enhancing the local environment and public realm within town and village centres, as a result of bus shelter replacement, resurfacing of passenger standing areas etc,v) reducing fear of crime and anti-social behaviour, by replacing vandalised bus shelters, removing graffiti etc.

<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>The Council regularly liaises with local organisations and community groups whose members have specific characteristics relating to mobility impairment and access issues eg. the 50+ Forum and Horizon Access Group. The Council has also obtained information from Cardiff Bus and NAT about locations in the Vale that are causing delays to services and the reasons for these delays.</p> <p>Collaboration has taken place relevant departments within the Vale of Glamorgan and with neighbouring local authorities via the WelTAG process to fully identify problems, opportunities and constraints along the A48 corridor and public consultations have been carried out as part of WelTAG that have identified highway congestion and infrastructure issues along this corridor. It is envisaged that collaboration will continue on this basis as the scheme progresses.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your scheme.</p>	<p>Local Members, bus operators, residents and businesses located in the vicinity have been kept informed of the improvements proposed and will continue to be involved as the proposals progress. Where necessary, further consultation exercises will be undertaken over planned works at specific bus stops where there may be an impact on residents or businesses fronting the bus stop.</p>

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change

<p>Current and Future Situation and Issues 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>The bus corridor along the A48 linking Bridgend to Cardiff through the Vale of Glamorgan and giving access to numerous rural communities, is one of the strategic network corridors in the Vale of Glamorgan. It links to one of the Strategic Opportunity Areas identified in the Wales Spatial Plan (St Athan), is a link to the airport, as well as the key settlements of Barry and Cardiff.</p> <p>Many of the bus stops identified do not have the necessary infrastructure to enable passengers with a mobility impairment or with young children in a pushchair to board or alight without difficulty. Furthermore, some bus stops have become undesirable places to access public transport, with passengers waiting in an exposed and unpleasant environment, and in others, buses are prevented from pulling up close to the kerb edge due to inconsiderate parking. These factors all deter public transport usage and impact on service reliability.</p> <p>The economic activity and the increase in tourism at Barry Island, as well as the increase in shopping trips at Barry Waterfront due to the large development increases has resulted in the emergence of congestion hotspots and pinch points along the A48 and in Barry, Penarth, Llantwit Major and Barry Island, where buses are being delayed and journey times extended for various reasons such as queuing traffic preventing right turns at junctions. Where delays are caused by inconsiderate parking, the Council's Civil Parking Enforcement Team can actively enforce the parking restrictions that are currently in place.</p> <p>If no action is taken to address the current situation, the bus operator will experience a vicious circle of slow boarding, alighting and rising traffic congestion all of which can affect timekeeping along the bus corridor. This, in turn, will impact on operating costs and fares which will further deter passengers from travelling by bus and switch to the car thereby increasing traffic congestion. Poor quality</p>
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	<p>roadside infrastructure will also act as a deterrent for passengers and there is a risk over the longer term that the operators will have to reduce frequencies and increase end-to-end journey times in order to maintain the commercial viability of the services.</p> <p>The potential withdrawal of any bus services would have an adverse impact on shift workers, shoppers and tourists who who rely on these services.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<ul style="list-style-type: none"> • New shelters (where footway widths permit) incorporating an information display case. • New bus stop poles and flags. • Raised kerbs (boarders) with tapering at either end. • Resurfacing of passenger waiting area. • Renewal of Clearway road markings and signage. • Dropped kerbs along the approaches to bus stops, where required, to assist wheelchair users and young children in pushchairs.
<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>The A48 has been identified in the LTP as a bus priority corridor. All of the areas are identified within the LDP for growth and in turn identified in the LTP for sustainable transport improvements.</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/dsijlg/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
<p>Prosperous & Secure</p>	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>St Athan and Cardiff Airport is one of the Strategic Opportunity Areas identified in the current Wales Spatial Plan. The area that the A48 corridor caters for, has already experienced a significant growth in population and economic activity, and this is set to continue through the Council's Local Development Plan and the Cardiff Capital Region City Deal. The major towns and villages in the Vale have all seen significant growth in housing development and economic activity and this is also set to continue.</p> <p>The bus services, provided to access these areas provide key sustainable transport options providing direct links to Cardiff and its city centre, as well as an important links between communities with high levels of deprivation and economic inactivity in Barry, and the jobs and services located in all of the areas proposed.</p> <p>The X2 bus service is the only bus service operating along the A48 corridor and is a key mode of travel, used by residents to access Cardiff. Measures along the corridor to reduce journey times and improve reliability will help to improve access between these areas and key employment and education sites in Cardiff</p>

		<p>and the Vale for rural communities.</p> <p>By increasing the proportion of employed residents in Barry will support economic growth in the area, will help raise household income levels, tackle inequality and generate greater prosperity for communities.</p>
<p>Healthy & Active</p>	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>Investment in the infrastructure along the proposed corridor and at key destinations, will coincide with the investment being made by the bus operator in modern, low emission buses which raise standards and quality and help to encourage a modal switch from car journeys to bus, thereby reducing local pollution levels and improving local air quality. A corresponding modal shift from car to bus use, and reduction in traffic volumes, will also encourage and facilitate active travel journeys over short distances such as more walking trips to and from the origin and destination points of the bus journey.</p> <p>A reduction in traffic congestion at the key pinch points will deliver wider environmental benefits including reductions in traffic related carbon emissions, improvements to local air quality and a more attractive public realm.</p> <p>Improving the reliability and timekeeping of the bus services, as well as access to the local bus network through infrastructure improvements, will deliver wider benefits to local residents in terms of enabling them to use the bus services to reach local facilities and services as part of their normal day-to-day activities.</p> <p>Improving reliability and access to the mainstream bus services, such as the X2 bus service, offers a more cost effective and environmentally friendly way to meet this well-being objective. It is more socially acceptable to residents with restricted mobility, as they are able to have more flexibility when travelling to reach various services and facilities and it can also help in efforts to tackle the</p>

		negative health effects of isolation.
Ambitious & Learning	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	<p>The A48 Strategic Corridor and identified key bus stops Improvement Scheme will raise standards, improve access to the local bus network and improve reliability of the bus services servicing these areas. This bus services are used by young people, who may already be in employment, for commuting as well as enabling others to reach various educational establishments located along the route such as at the southern terminus in Cardiff.</p> <p>The A48 Strategic Bus Corridor Improvements will help First Cymru to maintain the commercial viability of the X2 bus service which, in turn, will provide young people with a regular bus service which they can use to reach their place of study, training or employment.</p>
United & Connected	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>Investment in the A48 corridor will encourage greater passenger usage on the X2 bus service and other operators with the bus services that serve the other stops, helping to maintain their commercial viability. This, in turn, will ensure that the bus services continues to play an important connectivity role, linking those communities with high levels of deprivation and low car ownership (in the Barry) with areas of buoyant economic activity and a wide range of services and facilities and providing an important service in the rural Vale.</p> <p>The proposal will deliver positive impacts for all residents and it will tackle the prevalence of isolation amongst certain community groups. This scheme will improve their opportunity to travel by bus and their accessibility to local facilities and services.</p>

Scheme Objectives

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

Grant name	Grant objectives	Scheme Objectives
Local Transport Fund	<ul style="list-style-type: none"> • 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 • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • 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 • Connect communities and enable access to key services 	n/a
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Improve air quality • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	<p>Improve mobility along the A48 corridor and improve access to the local bus network within the Cardiff Capital Region by installing raised kerbs at bus stops that enable step free access onto / egress off low floor buses operating the bus services.</p> <p>Tackle congestion and pollution and achieve a modal switch from cars to bus services against a backdrop of further economic growth.</p>

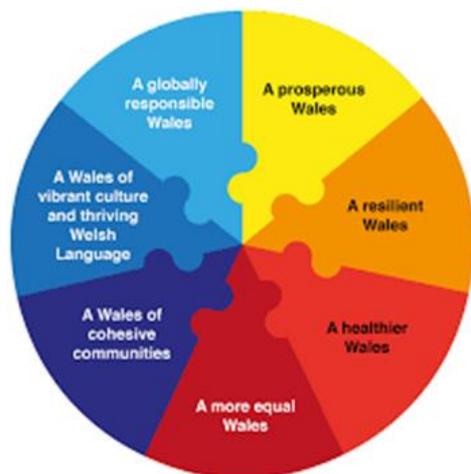
		<p>Maintain connectivity and reduce inequality between economic inactive households living in rural and deprived communities on the A48 and Barry respectively with the employment opportunities and key facilities that are located in Cardiff, Barry and the enterprise zone as well as maintain access to the tourist attraction at Barry Island. Tackle poverty and transport poverty and improve the quality of life of these communities.</p> <p>Offer better access to the local bus network for residents with restricted mobility, thereby enabling them to have more independence and flexibility to reach key services and facilities for their day-to-day activities.</p> <p>Encourage and facilitate active travel journeys over short distances such as more walking trips to and from the origin and destination points of the bus journey.</p> <p>Improve reliability and journey time predictability of the X2 and all other bus services affected.</p> <p>Tackle pollution and improve air quality, through achieving a modal switch from car to bus and by improving traffic flows through the elimination of congestion hotspots.</p> <p>Maximise the benefits of the investment made by the bus operators in new, high quality vehicles that meet current EU emission standards. Reduce pollution levels and improve air quality.</p>
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		<p>For the bus services, particularly the X2 to continue to play an important connectivity role, linking those communities with high levels of deprivation and low car ownership (in Barry) with areas of buoyant economic activity and a wide range of services and facilities and ensuring the stability of the bus service that caters for the rural communities.</p> <p>Improve traffic flows and achieve a modal switch from cars to bus to help reduce the end-to-end journey times.</p> <p>Enhance the local environment and public realm within town and village centres and reduce the fear of crime and anti-social behaviour.</p>
Active Travel Fund	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	n/a
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	n/a

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	Neutral
A globally responsible Wales	Neutral

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:

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

Impact Assessment

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

<p>Social Impacts Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.</p>	<p>The bus stop infrastructure and highway works already undertaken along the A48 bus corridor have had a positive impact on the X2 bus service and all of the school transport services, and the residents living along this corridor. This is particularly the case for those residents living in the rural communities along this corridor who have no other sustainable passenger transport provision available to them.</p> <p>Furthermore, reducing delays to the X2 bus service and improving the overall flow of the general traffic along the A48 will have a positive impact on the resources and operating costs of First Cymru. The operator is able to provide a more efficient and reliable bus service which can help ensure that increases in operating costs, and fare increases to cover these costs, can be minimised. The impact of any fare increases could make travelling on the X2 bus service less attractive for households living along the corridor.</p> <p>Most of the improvement works will be carried out within the confines of the existing highway and completion will not cause severance between existing communities.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>The A48 corridor runs along the rural Vale of Glamorgan and the X2 is the only bus service catering for those in transport poverty. The school movements are significant and among them, give access to the Welsh medium schools based in Barry and</p>

	Cowbridge.
<p>Environmental Impacts Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>At the present time, many of the bus stops along the A48 corridor, remain undesirable places to access public transport, with passengers waiting in an exposed and unpleasant environment, and in others, buses are prevented from pulling up close to the kerb edge due to inconsiderate parking.</p> <p>This Strategic Bus Corridor Improvement Scheme will raise the quality and standard of the waiting facilities that are provided for passengers by replacing shelters that are vandalised and beyond economic repair and by improving the immediate street scene eg. provide new surfacing and higher kerbs alongside the bus stop that provide easier access and dropped kerbs on the approaches to the bus stops - where required.</p> <p>These works also support the work being carried out by the Council to improve the public realm in local town and village centres along the corridor.</p> <p>Achieving a modal switch from car journeys to bus, as a result of the planned infrastructure and highway works, will improve the flow of the general traffic and reduce local pollution and noise levels and improve air quality along the A48.</p>
<p>Economic Impacts Please consider journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created.</p>	<p>In terms of the economic impacts, improving access between rural communities located in the northern part of the Vale and those communities with high levels of transport poverty will assist residents who are seeking employment and raise the economic activity.</p> <p>This Strategic Bus Corridor Improvement Scheme will be delivered at a number of locations. All of these locations are within highway limits or within land that is under the ownership of the Council.</p>

	<p>Reducing delays to the X2 bus service (at the bus stops and along the A48) will improve reliability by making journey times quicker and more 'predictable'.</p> <p>The planned work at each bus stop will be carried out to an agreed design and consistent standard in order to contain costs.</p> <p>In terms of the benefit/cost and value for money outcome of this corridor scheme, the provision of new roadside infrastructure will reduce the overall future maintenance costs per bus shelter, as a number of the shelters along the corridor are currently beyond economic repair.</p>
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3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

This scheme will be delivered at a number of locations, all of which are within highway limits or within land that is under the ownership of the Council.

There are a number of potential risks associated with the implementation of this scheme, with mitigation measures in place to deal with these risks. Namely:

- i) Adverse weather may delay or extend construction and the scheme may not be completed within the planned timescale. The Council will ensure that sufficient contingency measures are built into the agreed start date.

- ii) Objections may be raised during the consultation process and could result in delays formalising a bus stop or installing a new shelter at a stop. The Council will undertake close liaison with the bus operator and local residents and businesses over the work programme.
- iii) Impact on local ecology during construction or resurfacing works may adversely affect local habitats and the drainage system. This will be taken into account as part of the detailed design of this scheme.

iv) 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							
Design	15	15					30
Land Purchase							
Accommodation Works							
Construction	130	90					220
Project Management							
Monitoring and Evaluation							
Promotion							
GROSS TOTAL	145	105					250
Match funding amount, percentage	30 (S106)						30

contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL	175	105					280

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				
Design	15			
Land Purchase				
Accommodation Works				
Construction		30	30	30
Project Management				
Monitoring and Evaluation				
Promotion				
GROSS TOTAL	15	30	30	30
Match funding amount, percentage contribution and source(s) <i>(insert name of</i>				

<i>organisation)</i>				
NET TOTAL	15	30	30	30

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 proposed infrastructure and highway works, which form the core elements of this Strategic Bus Corridor Improvement Scheme, will be subject to a detailed design and assessment to ensure that best value is achieved and that there is no 'over engineering'. The appointment of the contractor(s) and supplier(s) to undertake these works will be in accordance with the procurement policy of the Council.

The Council will manage all aspects of this scheme, in accordance with its Project and Programme Management Procedures, and from its experience of managing other similar bus corridor schemes in the past, it will ensure that this scheme is delivered in an efficient and timely manner.

This approach ensures completion of the infrastructure and highway works on budget, on time and to the agreed standards.

MONITORING AND EVALUATION

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

Monitoring and evaluation tasks will be undertaken in the following ways:

- i) Passenger numbers travelling on service X2 and journey time reliability - information will be obtained from the bus operator both prior to the bus corridor improvement scheme being implemented and following completion of the works. Target is a 5% increase in passenger usage by the end of 2018.
- ii) Feedback about the improvement work carried out at the bus stops will be obtained from local community groups and organisations - following completion of the works. Target of 90% of respondents either satisfied or very satisfied with the work carried out at their local bus stop.
- iii) The Council manages several air quality monitoring stations which can be used to monitor pollution levels along the A48 bus corridor.

ROAD SAFETY GRANT FY2019-20

ROAD SAFETY CAPITAL SCHEME APPLICATION FORM

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

Guidance Notes:

1. Applications will be accepted for site specific, area or whole route treatments. Please provide maps or plans as supporting documents.
2. High Risk and Vulnerable Groups are as defined in Chapter 2 of the Road Safety Framework for Wales.
3. Collision and casualty savings should be calculated for the lifetime of the scheme. You should use the methodology outlined in the RoSPA safety engineering manual to calculate the expected savings.
4. Partner endorsements will be subject to random testing

Local Authority	Vale of Glamorgan Council
Scheme Name	A4055 Cardiff Road
2019-20 Scheme Type	Works
Funding required for 2019-20	£78,754
Funding required for lifetime of the scheme	£79,754
Project Manager Contact Name	Kyle Phillips
Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge. You are also confirming that any match funding identified is in place</i>	Name: Emma Reed Job Title: Head of Neighbourhood Services & Transport Signature:

1. Scheme Description

Provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, please provide a description of the whole scheme and of the specific outputs to be delivered in this financial year.

Schemes should be developed using the Welsh Transport Appraisal Guidance (WelTAG). <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

Attach A4 location maps, project(s) drawing(s) separately. OS GB grid references must also be included. For routes, choose a central point.

A4055 Cardiff Road (Between Green Lane & Biglis roundabout)

OS Grid Reference 287556 / 176245

Length of road section:1.5km

The A4055 is the principal distributor road between Cardiff to Barry, carrying an average weekly traffic flow of around 123,146 vehicles. A winding rural section Between Green Lane and Biglis roundabout tend to carry more risk of collision due to higher average speeds, unusual geometric alignments, insufficient visibility splays and lack of physical segregation from opposing vehicles. In order to mitigate the risks of collisions, there is a need to reduce the speed limit to 40mph and improve the route by installing Vehicle Activated (VA) sings, Araf / Slow warning signs and High Friction Surfacing at the bends. One known collision cluster is on the route with 15 collisions respectively. The safety interventions proposed will address this cluster site whilst improving safety. The most recent 3 year collision history is represented in appended collision tables. Scheme plans and mitigating measures considered are provided with this application form.

2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

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.

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

Please describe how you have followed the five ways of working in the development of your proposal.

The Five Ways of Working	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	Proposed improvement measures will assist with the long term Active Travel needs of the local businesses and community. This scheme aids the wellbeing goals of being a healthier Wales and a more cohesive Wales, providing improvements for the more vulnerable by improving road safety in this cluster site.
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	The scheme consist of reducing the speed limit to 40mph and improve the route by installing Vehicle Activated (VA) sings, Araf / Slow warning signs and High Friction Surfacing at the bends. One known collision clusters is on the route with 15 collisions respectively. The safety interventions proposed will address this cluster site whilst improving safety.
Integration – please describe how you have considered the well-being objectives of other public bodies.	By providing safe infrastructure on this cluster site, there will be fewer collisions, therefore less demand for emergency services to attend.
Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.	GoSafe and Police were informed of the proposal by email.
Involvement – please describe who you have involved and how, in the development and appraisal of your proposal	In house principal highway engineers, designers and managers were involved to address the problems and also solutions on how to mitigate them

3. Strategic Case

Current Situation and Issues

Please provide historic personal injury and damage only data for the 3 most recent years available. Local Authorities can supplement this data from local sources – please specify if this is the case. For damage only data, please specify source.

Site, route, or area based - please specify:

Personal Injury Collisions	Personal Injury Casualties	High Risk Casualties	Vulnerable Group Casualties	Damage only collisions
Fatal: 0 Serious: 2 Slight: 13	Fatal: 0 Serious: 2 Slight: 14	<u>Motorcyclists</u> Fatal: 0 Serious: 1 Slight: 2 <u>Young people</u> Fatal: 0 Serious: 0 Slight: 4	Fatal: Serious: Slight: 2	

Dominant trend in collisions:	How the scheme addresses this trend:
Loss of control, road layout, animal in carriageway and speeding	Applying High friction Surfacing will help drivers to have more control considering the layout of the bends, Vehicle Activated (VA) signs will warn the drivers if they are speeding, warning signs will make drivers aware of the bends

Description of how the scheme will improve community benefits particularly for those living in disadvantaged communities (to include position of community in the Welsh Index of Multiple Deprivation)

The main benefits of the scheme are to reduce collisions hence, encouraging walking and cycling. Reducing speed limit will result in less road traffic collisions hence decreasing the demand for the presence of the emergency services. In addition, changes to driving style, including smoother accelerating and decelerating will contribute to a cleaner environment with less harmful vehicle emissions.

Description of engagement undertaken or required with relevant stakeholders in scheme development. Outline how the scheme improves safety for high risk and vulnerable road user groups (e.g. motorcyclists)

Local teams have assessed the route characteristics; collision history and data and based on that information, countermeasure recommendations were proposed. Improvements to the route will help motorcyclists to have a better control at the bends with instalment of High Friction Surfacing.

Description of how the scheme will encourage active and sustainable travel

Introduction of Vehicle Activated (VA) signs and High Friction Surfacing will make the route safer, and safer route with less traffic collisions will encourage active travel.

4. Transport Case

Key Benefits – outputs (quantified) and outcomes	
Estimated Collision Saving (number per annum)	Estimated Casualty Saving (number per annum)
It is envisaged that the scheme will contribute to a 45% reduction in collisions, equating to approximately 6 per year.	It is envisaged that the scheme will contribute to a 45% reduction in casualties, which equates to approximately 7 per year.

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 / neutral / negative
A resilient Wales	Positive / neutral / negative
A healthier Wales	Positive / neutral / negative
A more equal Wales	Positive / neutral / negative
A Wales of cohesive communities	Positive / neutral / negative
A Wales of vibrant culture and thriving Welsh language	Positive / neutral / negative
A globally responsible Wales	Positive / neutral / negative

5. Management Case

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.

Please provide information on the design, statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion as applicable. Information on risks to delivery and mitigation measures in place or proposed must also be included.

The Design Costs are based on 5.92% with the fee for Project Management at 2.58% and Supervision cost at 3.86%. Construction will approximately take around three weeks to complete. Delivery risks includes temporary signals for up to three weeks, and also weather that can cause disruption with surface dressing operations, sign installation and carriageway marking applications.

6. Financial Case

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

	2019-20	2020-21	2021-22	Total
Site supervision	£2,620			£2,620
Design	£4,017			£4,017
Land Purchase	0			0

CDM	£1,751			£1,751
Construction	£67,865			£67,865
Project Management	£1,751			£1,751
Monitoring and Evaluation	£750	£1000		£1750
GROSS TOTAL	£78,754	£1000		£79,754
<i>Match funding amount, percentage contribution and sources (insert name of organisation)</i>	0			0
NET TOTAL	£78,754	£1000		£79,754

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 in terms of the contribution made to casualty reduction:

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.

A valuation of possibilities was undertaken to establish the most appropriate long-term solution using a first year rate of return.

The in-house design service benchmarks its actual performance with the other 21 authorities in Wales through a recognised data collection process for all schemes valued over £25,000. The actual completed scheme benchmarking data is collected by County Surveyors' Society (Wales) Engineering Services Benchmarking Club and collated by Local Government Data Unit Wales.

7. 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?

Under the existing Vale of Glamorgan procurement procedure through the sell2wales portal under the South East Highways framework.

8. Monitoring and Evaluation

How and when will you measure if the scheme has been successful? Please provide details of your post-delivery monitoring plan, data collection, and relevant targets:

After implementation of the scheme, surveys will be under taken to determine the effects of the installation on the route and also compare the road traffic collisions data with prior installation figures.

Based on the results of the survey consideration may then be given to reducing the speed limit along chosen route.

Partner endorsement, where applicable

Police comments

I have conferred with Chief Inspector Fahey, Roads Policing regarding the Road Safety Grant Bid for the A4055 Cardiff Road, Dinas Powys (Between Green Lane and the Roundabout junction of the A4055 and A4231). The Police response is as follows:

The A4055 at a point west of Green Lane is subject to the national speed limit on the section of carriageway between Green Lane and the roundabout at the junction of the A4055/A4231. This is a semi -rural road with fields on either side of the carriageway, and there are no pedestrian facilities. The topography of the road consists of a mixture of bends and straight sections of carriageway. Some of the bends are of such severity that the L.A. has introduced Chevron Boards.

The road is a direct link between Dinas Powys and the Barry area, and although encouraged to use the A4231 Barry Docks Link Road, significant volumes of heavy goods vehicles use the A4055 to travel between Barry and the Cardiff area. It is a road which also carries a high volume of local traffic.

During the past year Police have attended a loss of control incident on the bend approaching Green Lane and a separate incident of livestock on the carriageway. It is also known that pedestrians use this link between Dinas and Barry.

The Police support the introduction of the proposed measures to supplement the signage previously introduced along the A4055. **These measures will undoubtedly enhance road safety along this section of the carriageway.**

ROAD SAFETY GRANT FY2019-20

ROAD SAFETY REVENUE APPLICATION FORM

Guidance Notes:

Local Authorities should complete one form per education/training intervention you require funding for.

1. There is no limit of the number of applications an authority can make. Applications must be for one intervention. We will not accept applications for a package of training interventions.
2. Applications for the approved education and training interventions do not require an evidence base or key benefits to support applications but do require local monitoring procedures.
3. Applications for new interventions to be piloted in 2019-20 do not require an existing evaluation but must include specific proposals for monitoring and evaluation.
4. Applications for funding existing schemes outside of the approved areas must be supported by evaluations of scheme effectiveness.
- 5. For applications within the approved areas, the total grant applied for must not exceed the maximum cost per trainee multiplied by the number of people to receive the training/education. The maximum cost per trainee is intended to include all associated costs for delivering the intervention, including publicity.**

PassPlus Cymru	£138
Megadrive	£26
Motorcyclist: Assessment Training First responder	Assessment - £60 Training £135 First Responder £55
Kerbcraft	£62
National Cycle Training	£48

Local Authority	Vale of Glamorgan
Title	Cycling
Funding requested for 2019-20	£29,750
Project Manager Contact Name *note this will be the name used on the grant offer letter and for future correspondence	Kyle Phillips

Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge.</i>	Name: Emma Reed Job Title: Head of Neighbourhood Services & Transport Signature:

1. Scheme Description

Provide a brief description of the training or intervention (to include purpose and target audience)
<p>To offer / deliver National Standards level 1 & 2 cycle training to all year 6 and some year 5 pupils where appropriate within the Vale of Glamorgan Schools and to deliver level 3 cycle training to meet demand for teenagers and adults.</p> <p>The primary purpose of the National Standard is to get more people cycling, more often and with less road safety risk. The National Standard for cycling is designed to encourage and empower people of all ages to make independent cycle journeys in a wide range of road conditions. It helps break down some of the biggest barriers to cycling, opening up opportunities for people to get on their bikes and enabling cycling to become a normal everyday activity.</p> <p>National Standard Cycle Training delivery is guided by the new National Standard for Cycle Training, published by the Department for Transport in 2018. There are three levels and a series of progressive outcomes within each level which can be used in training to take the complete beginner all the way to being able to ride on any road where cycling is permitted.</p>

2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

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.

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

Please set out how this intervention will contribute to the wellbeing ways of working

The Five Ways of Working	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	The scheme offers level 1 & 2 training to all year 6 pupils in the Vale of Glamorgan. This enables all school pupils the opportunity to gain and build on their cycling skills and raise their awareness of the road safety issues when using the highway for all modes of transport. It will also encourage these students, at an early age, to consider and use the travel options available to them other than just the car. Requests have also been made through the ‘looked after’ sector, usually older children who want to cycle and who the Council has accommodated by giving level 2 & 3 training where requested.
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	Travel behaviour is usually dictated by a parent at this age and a great deal of encouragement is required to persuade the public to consider alternative options to the car. By providing training for pupils, it is envisaged that parents will have a greater confidence in the safety of their children and allow them to travel by cycle.
Integration – please describe how you have considered the well-being objectives of other public bodies.	Working with the schools, disadvantaged communities, health and leisure practitioners, the Police and the Fire Service to deliver cycle training in certain scenarios, will assist with their obligations under the Well-Being and Future Generations Act. Officers have been made available to offer training to the Police in recent years, and this could be made available again. The Police have then, in turn, assisted with training the pupils alongside the qualified National Standards Trainers in-house.
Collaboration – please describe who you collaborated with and how, in the	This service has been on-going and successful for many years. Whilst there is

<p>development and appraisal your proposal.</p>	<p>still some way to go to make cycling a real sustainable transport option for many, there is evidence that more pupils are using cycling as a mode of transport to access schools, and there are more commuters cycling, which is heavily linked to Active Travel and providing improved routes.</p> <p>Collaborating with developers, schools, public health and leisure practitioners, Sustrans, Healthy schools co-ordinators and others, are all on-going practices carried out by the Council.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>The schools are actively involved and it is expected that volunteers are provided through either the schools networks or the LSAs to assist with the delivery of some of the lessons.</p> <p>Some training is delivered by the private sector.</p> <p>The Council is part of many groups in the locality that considers options to engage with the public to offer a variety of services alongside other public bodies.</p>

3. Strategic Case

<p>Evidence base (explain why this intervention is required in your authority, with reference to casualty figures and other data sources). This should include an explanation of the projected numbers to be trained.</p>
<p>National standards cycle training is one of the five prioritised education and training interventions as identified in the Road Safety Framework (2013) and doesn't require an evidence base as per guidance above. We aim to deliver this to 1100 primary pupils with the support of schools.</p>

Method (Please explain the method that will be used to deliver the training and the rationale for taking this approach)

National standards cycle training has 3 levels to it.

Level 1 involves mastery and control of the bicycle in off-road settings and prepares the trainees for on-road cycling

Level 2 involves cycling on quieter roads and simple junctions and covers effective road positioning, communication with other road users and rights of way

Level 3 involves cycling on busier roads and more complex junctions, including hazard awareness and risk management on all roads where cycling is permitted

Description of how you have engaged with relevant stakeholders & target audience in the development of the scheme

Participated in recent DfT National Standard cycling review

Describe how you have worked with your road safety partner organisations in the planning, development and delivery of this intervention.

Not appropriate at this stage.

4. 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	neutral
A globally responsible Wales	Positive

5. Management Case

Deliverability

(Describe the key staff, actions and activities, resources and processes that will be put in place to ensure the intervention can be delivered successfully. This should include measures you will take to promote the intervention to your target audience. You should also identify any current staff shortages that may impact on delivery)

Cycle training will be delivered using a mix of in-house expertise and consultancy services to enable the number of trainees to be trained.

The intervention is ongoing and predominantly targets schools. The schools work with the road safety team to ensure that dates are protected for the training.

6. Financial case

Number of people to receive the education/training intervention (Please provide a total figure and quarterly breakdown)

Road Safety Grant funded

	No. to be trained	Projected grant claim
Qtr 1	300	8125
Qtr 2	250	6750
Qtr 3	250	6750
Qtr 4	300	8125
Total	1100	£29,750

Local authority funded

	No. to be trained	Projected expenditure
Qtr 1		
Qtr 2		
Qtr 3		
Qtr 4		

Total		
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If your cost per person exceeds the ceiling cost please provide an explanation

Value for money (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 in terms of the contribution made to casualty reduction)

The Council has two qualified instructors in-house and the rest is procured by a private company.
 The Council uses volunteers alongside their road safety officers to assist with the training to enable maximum benefits and minimum costs.

7. 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?

Some of the work is delivered in-house.
 Whilst there are minimal available private sector deliverers of the scheme, the Council works with Cycle Training Wales to deliver the rest. The contract relies on a set fee per pupil.

8. Monitoring and Evaluation

Evaluation (provide a brief summary of what evaluation that has been undertaken on this intervention, referencing specific evaluation reports that have been produced and explaining how that evaluation has demonstrated the intervention contributes to casualty reduction and demonstrates value for money)

It is expected that a national evaluation exercise will be undertaken in due course

Proposals for ongoing monitoring and evaluation ⁴

(What data will be collected/ considered in evaluating the effectiveness of the scheme? What process will be put in place to assess impact in terms of casualty reduction?)

Any recommendations that are made following the evaluation exercise will be addressed within the scheme.

Welsh Government data will be used to monitor growth in number of cyclists compared to percentage of cycle accidents annually. Any causation factors of accidents will be monitored with an intention to respond to reduce risk to cyclists.

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

National standards cycle training is one of the five prioritised education and training interventions as identified in the Road Safety Framework (2013). Welsh Government data and targets are used.

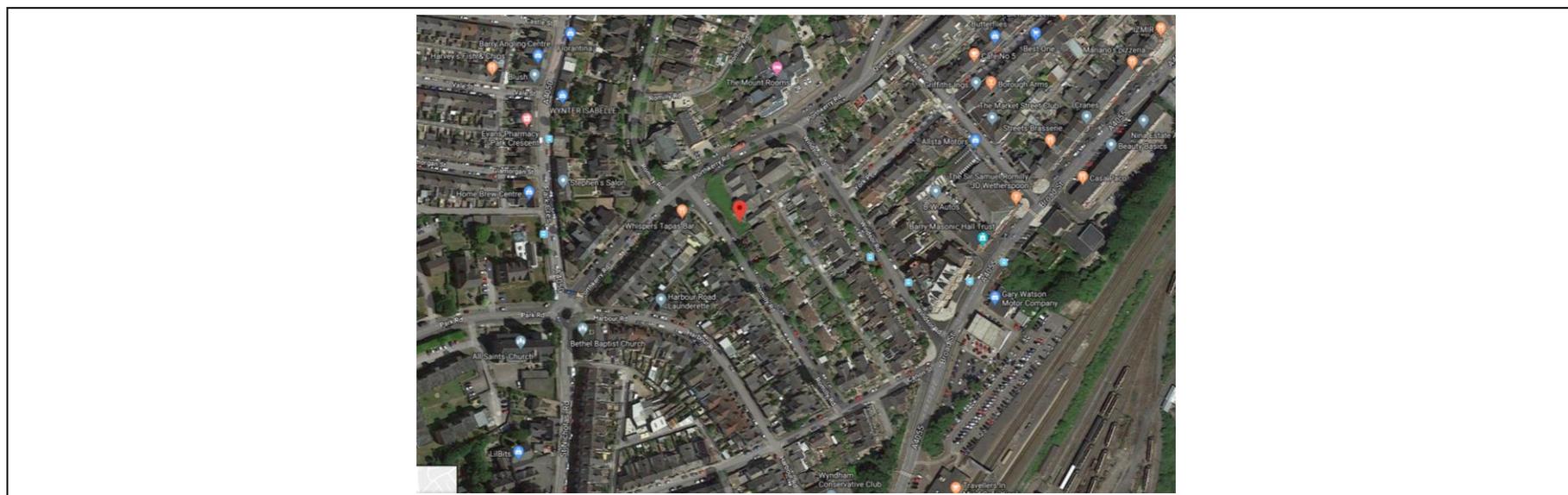
SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year. Applications for a package of local schemes should contain a costed list of the associated projects in priority order.

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

OS GB grid reference: ST 10597 67398

This scheme is to provide junction improvements to offer better pedestrian crossing opportunities and to slow the traffic to reduce the risk of loss of control and junction collisions on a very busy rat-run route.



Safe Routes in Communities Schemes

Name of school/s on which the scheme is focused	Number of pupils
Romilly Primary School	621 (capacity 630)
Ysgol Bro Morgannwg (secondary)	927 (capacity 1151)
Ysgol Bro Morgannwg (primary)	167 (capacity 180)
Whitmore High School	993 (capacity 1110)
Pencoedtre High School	771 (capacity 1110)
High Street	212 (capacity 210)
Sant Baruc	196 (capacity 210)

Is the scheme included in your Existing Routes Map or your Integrated Network Map? If yes, please show the route reference, taken from the Active Travel Mapping System and describe how the scheme fits into your existing or planned active travel network.

Route Reference:

VALE-BA-P0150 This scheme provides a pedestrian route between the North and South of Barry, accessing a number of schools on the corridor. Another main benefit is that this route is a primary pedestrian access to the busiest railway station in Barry and the second largest shopping district in Barry.

The route also offers pedestrian access to many leisure facilities such as Barry Island where there are significant traffic movements daily, but particularly on weekends and holidays.

Barry is the largest town within the Wales and the largest BUA (Built Up Area) within the Active Travel designated areas as identified by WG within the Vale of Glamorgan.

Stakeholder consultation has been undertaken as part of the Active Travel ERM consultation.

If the scheme does not fall within a designated locality, as per the Active Travel (Wales) Act 2013, does it serve one or more schools that were included in the list of schools which required improvements to routes, as submitted by your local authority in July 2014?

Yes

If neither of the above apply, please provide evidence why your scheme should be considered for funding:

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 use the Future Generations Framework <https://futuregenerations.wales/wp-content/uploads/2017/12/FGCW-Framework.pdf>

The Five Ways of Working	
<p>Long Term – please describe how you have considered long term needs. What are the impacts of your scheme on future generations?</p>	<p>This corridor is one of the primary pedestrian corridors linking the north of Barry to the South and accessing the busiest railway station in the town. The route also gives access to three primary schools.</p> <p>There is a real shortage of crossing points along this route with wide necked junctions (14m and 18 m respectively) which are difficult to cross in one. The route is used as a commuter route with over 7,000 vehicles per day.</p> <p>To provide improvements to the junctions on this route, would improve the Active Travel infrastructure by reducing the span of the junctions, making it safer to cross. The gradient is also 1 in 8 and there have been many loss of control in vehicles leading to drivers crashing into parked cars, causing damage only collisions. There were four collisions with the past three years involving 10 vehicles. One 17-25 age group lost control and collided with four stationary vehicles, one driver not seeing a cyclist, one rear shunt and one collision coming from junction. These are the reported incidents, but the public have reported a number of other loss of control incidents which resulted in driver colliding with parked cars on a significant bend with a steep gradient.</p> <p>To slow the road by making improvements to the junctions by reducing their widths and building them out, will reduce the risk of loss of control, give better visibility at the junctions, crossing distances for pedestrians.</p> <p>These proposals will contribute towards the Well-Being and Future Generations Act goals of a healthier Wales, by encouraging more walking and reducing the risk of collision, and a more cohesive Wales.</p>

<p>Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or occurring in the first place.</p>	<p>The volume of vehicular traffic on this corridor is growing due to the largest development at the Waterfront and regeneration improvements to Barry Island over recent years, which has led to a higher demand to access Barry Island on a more frequent basis. This route acts as a rat run between North and South Barry and is the primary walking route at the West End of Barry to connect North to South. The future development proposals within the adopted LDP will only increase this problem.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>By providing improvements to this corridor, will reduce the need for Police and Fire Service intervention by reducing the risk of accident / incident, and providing safer access to Romilly School, the Barry Railway Station and the High Street, making for a safer and healthier Wales and a more cohesive Wales.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>This scheme is as a result of resident complaints, parental concerns on accessing the school and the collisions on the corridor.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your scheme.</p>	<p>Whilst the Council has not consulted on the specific proposals to date, there is a public demand for improvements to be made to this corridor to provide safer practices and provide improved pedestrian facilities.</p>

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues 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>The road is very steep with a gradient of 1 in 8 at its steepest part, has a very wide 90 degree bend with an extremely wide junction off the bend and two further junctions with an overly wide road width (14m and 18m respectively), which causes problems for pedestrians to cross the road to access the facilities. The road carries over 7,000 vehicles a day and a number of loss of control collisions have occurred.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>By providing improvements to the junctions, through narrowing the road spans and providing dropped kerbs, pedestrians will be able to cross the roads more safely and will be more clearly visible on roads where speeding is high for the nature of the road, taking into account the gradients and 90 degree bend in road.</p>
<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>This scheme sits within the Active Travel INM presented to WG in November 2017. The route is a direct north – south walking link in Barry which accesses the railway station, 3 primary schools, three secondary schools and the High Street shopping area. VALE-BA-P0150</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/dsijlg/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
Prosperous & Secure	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>This proposed scheme (in conjunction with future schemes) will serve economic growth, by widening labour markets, giving people access to skills, education and training and serve new developments.</p> <p>The scheme will reduce carbon emissions and reduce parking congestion near to school grounds by providing access to a number of local areas.</p>
Healthy & Active	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>Promoting good health and well-being by increasing Active Travel with links made to new footway/cycleway facilities and providing a much needed link to neighbouring areas.</p>
Ambitious & Learning	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	<p>Improved active travel access to education including the local primary school as well as employment opportunities</p>
United & Connected	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>Provision of modern and connected Active Travel infrastructure connecting the West end of Barry to the shopping area of High Street and Broad Street. Also connecting local people and facilities and encourage to encourage active travel to education establishments and places of work.</p>

Scheme Objectives

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

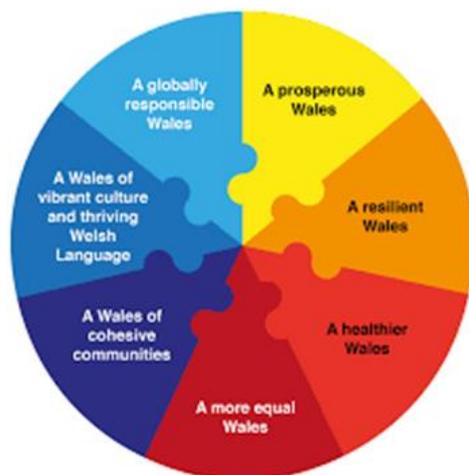
Grant name	Grant objectives	Scheme Contribution
Local Transport Fund	<ul style="list-style-type: none"> • Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • 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 • Connect communities and enable access to key services 	n/a
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	n/a
Active Travel Fund	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	n/a
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	<p>Parents will be more confident to allow their children, both accompanied and unaccompanied, to walk to school, whereby currently, they do not feel the route is sufficiently safe.</p> <p>Some communities in Barry include the highest position of community in the Welsh Index of Multiple</p>

		<p>Deprivation. This route is used to access three primary schools and three high schools in the Barry area. None of these pupils are entitled to free school transport, and therefore there is a large pedestrian population on this corridor. This route is also a preferred walking route to access the busiest railway station in Barry (Barry Station) and the second largest shopping district in Barry.</p>
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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:

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

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.

To provide improvements to the junctions on this route, would improve the Active Travel infrastructure by reducing the span of the junctions, making it safer to cross. The gradient is also 1 in 8 and there have been many loss of control in vehicles leading to drivers crashing into parked cars, causing damage only collisions. There were four collisions within the past three years involving 10 vehicles. One 17-25 age group lost control and collided with four stationary vehicles, one driver not seeing a cyclist, one rear shunt and one collision coming from junction. These are no other reported incidents, but the public have reported a number of other loss of control incidents which resulted in driver colliding with parked cars on a significant bend with a steep gradient.

The scheme will benefit the health of all who live in the surrounding area by providing off-road walking and cycling routes which can be used as part of a healthy and active lifestyle.

	<p>In addition active travel access will be available to pupils accessing primary and secondary schools.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>These improvements would improve access to two Welsh primary schools and the Welsh medium secondary school in Barry.</p>
<p>Environmental Impacts Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>This scheme will reduce carbon emissions by providing much needed safer crossing points that will promote a modal shift from motor vehicle transport. Air quality can improve as can noise pollution.</p>
<p>Economic Impacts Please consider journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created.</p>	<p>The Active Travel scheme can be delivered within the existing adopted highway and therefore no land costs are involved. The scheme will be delivered in-house. The in-house design service benchmarks its actual performance with the other 21 authorities in Wales through a recognised data collection process for all schemes valued over £25,000. The actual completed scheme benchmarking data is collected by County Surveyors' Society (Wales) Engineering Services Benchmarking Club and collated by Local Government Data Unit Wales. Over a 10 year average The Vale of Glamorgan Council has consistently been in line with or exceeded the all Wales performance. The design service will continue to benchmark all schemes for the purpose of identifying improvements.</p>

3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

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

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

No land acquisition is required.

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys							
Design		15					15
Land Purchase							
Accommodation Works							
Construction		91					91
Project Management		6					6
Monitoring and Evaluation		2					2

Promotion							
GROSS TOTAL		114					114
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		114					114

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				
Design		15		
Land Purchase				
Accommodation Works				
Construction				91
Project Management				
Monitoring and Evaluation				6
Promotion				
GROSS TOTAL				2
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL		15		99

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

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

MONITORING AND EVALUATION

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

Statistical analysis as well as a stage 4 road safety audit at 12 and 36 months.
Hands up surveys in the schools annually to ascertain levels of walking and cycling.

ROAD SAFETY GRANT FY2019-20

ROAD SAFETY REVENUE APPLICATION FORM

Guidance Notes:

Local Authorities should complete one form per education/training intervention you require funding for.

1. There is no limit of the number of applications an authority can make. Applications must be for one intervention. We will not accept applications for a package of training interventions.
2. Applications for the approved education and training interventions do not require an evidence base or key benefits to support applications but do require local monitoring procedures.
3. Applications for new interventions to be piloted in 2019-20 do not require an existing evaluation but must include specific proposals for monitoring and evaluation.
4. Applications for funding existing schemes outside of the approved areas must be supported by evaluations of scheme effectiveness.
- 5. For applications within the approved areas, the total grant applied for must not exceed the maximum cost per trainee multiplied by the number of people to receive the training/education. The maximum cost per trainee is intended to include all associated costs for delivering the intervention, including publicity.**

PassPlus Cymru	£138
Megadrive	£26
Motorcyclist: Assessment Training First responder	Assessment - £60 Training £135 First Responder £55
Kerbcraft	£62
National Cycle Training	£48

Local Authority	Vale of Glamorgan
Title	Pass Plus Cymru
Funding requested for 2019-20	£4300
Project Manager Contact Name <i>*note this will be the name used on the grant offer letter and for future correspondence</i>	Kyle Phillips

Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge.</i>	Name: Emma Reed Job Title: Head of Neighbourhood Services & Transport Signature:

1. Scheme Description

Provide a brief description of the training or intervention (to include purpose and target audience)
<p>Delivery of the PPC syllabus to young drivers through a workshop based theory session and practical training delivered by an Approved Driving Instructor.</p> <p>PPC is aimed at young drivers who have recently passed their test and aims to help them improve driving skills and gain extra experience.</p> <p>Vale of Glamorgan Council, via Rhondda Cynon Taf CBC will continue to increase awareness of PPC through targeted promotion.</p> <p>Delivery of PPC to approx. 33 candidates.</p>

2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

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.

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

Please set out how this intervention will contribute to the wellbeing ways of working

The Five Ways of Working	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	Road safety is a learned habit and it is always going to be difficult to and require a lot of encouragement and education at all age groups. There is no way of preventing the problem in the first place, but the more we can reach more people and deliver road safety ETP, the more chance we have of keeping people of all ages safe.
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	PPC caters for the most vulnerable road users. ETP is required continuously to encourage young drivers to act appropriately and encourage safe practices.
Integration – please describe how you have considered the well-being objectives of other public bodies.	Working with the schools, disadvantaged communities, health and leisure practitioners, the Police and the Fire Service to deliver PPC and other road safety initiatives, will assist with their obligations under the Well-Being and Future Generations Act.
Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.	This service has been on-going and successful for many years.
Involvement – please describe who you have involved and how, in the development and appraisal of your proposal	This scheme has been evaluated and various bodies have been consulted on its effectiveness and development. Further consideration will be given to the scheme in 2018/119.

3. Strategic Case

Evidence base (explain why this intervention is required in your authority, with reference to casualty figures and other data sources). This should include an

explanation of the projected numbers to be trained.
This is one of the five priorities in the Road Safety Framework and does not require an evidence base as stated in the guidelines above.
Method (Please explain the method that will be used to deliver the training and the rationale for taking this approach)
PPC comprises six specially designed modules which cover: driving around town, out of town, in all weathers, at night, on dual carriageways and on motorways. The workshop covers defensive driving, hazard awareness, concentration, speed, drugs and drink driving, safe attitudes and behavior.
Description of how you have engaged with relevant stakeholders & target audience in the development of the scheme
Not appropriate
Describe how you have worked with your road safety partner organisations in the planning, development and delivery of this intervention.
The PPC Scheme relies on the ADIs, Fire Service and Council officers to work together to plan, develop and deliver this service through many collaborative meetings and workshops.

4. 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)
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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	Neutral
A globally responsible Wales	Positive

5. Management Case

Deliverability

(Describe the key staff, actions and activities, resources and processes that will be put in place to ensure the intervention can be delivered successfully. This should include measures you will take to promote the intervention to your target audience. You should also identify any current staff shortages that may impact on delivery)

The course venues and presenters will be organised by RCT Council, and continuous liaison with Road Safety Wales will ensure that up to date course information is included on the Dragon Driver website.

Following attendance at the workshop, candidates will be allocated an Approved Driving instructor to undertake the practical session.

6. Financial case

Number of people to receive the education/training intervention (Please provide a total figure and quarterly breakdown)

Road Safety Grant funded

	No. to be trained	Projected grant claim
Qtr 1	9	1170
Qtr 2	9	1170
Qtr 3	9	1170
Qtr 4	6	790
Total	33	4300

Local authority funded

	No. to be trained	Projected expenditure
Qtr 1		
Qtr 2		
Qtr 3		
Qtr 4		
Total		

If your cost per person exceeds the ceiling cost please provide an explanation

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Value for money (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 in terms of the contribution made to casualty reduction)

Value for money (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 in terms of the contribution made to casualty reduction)

The scheme is delivered by Rhondda Cynon Taff Council on behalf of the region to ensure economies of scale in administration of scheme. Scheme theory session is delivered at Fire Stations to ensure no cost for building provision. The cost per trainee is below the maximum cost per trainee as required within the guidance.

7. 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?

his scheme is being delivered through a service level agreement with RCT Council.

8. Monitoring and Evaluation

Evaluation

(provide a brief summary of what evaluation that has been undertaken on this intervention, referencing specific evaluation reports that have been produced and explaining how that evaluation has demonstrated the intervention contributes to casualty reduction and demonstrates value for money)

Monitoring and evaluation is carried out by individual and collaborative LAs submitting to Road Safety Wales, who then submit an overall report to WG.

Proposals for ongoing monitoring and evaluation ⁴

(What data will be collected/ considered in evaluating the effectiveness of the scheme? What process will be put in place to assess impact in terms of casualty reduction?)

Monitoring and evaluation is carried out by individual and collaborative LAs submitting to Road Safety Wales, who then submit an overall report to WG.

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

Pass Plus Cymru is one of the five prioritised education and training interventions as identified in the Road Safety Framework (2013). Welsh Government data and targets are used.

ROAD SAFETY GRANT FY2019-20

ROAD SAFETY REVENUE APPLICATION FORM

Guidance Notes:

Local Authorities should complete one form per education/training intervention you require funding for.

1. There is no limit of the number of applications an authority can make. Applications must be for one intervention. We will not accept applications for a package of training interventions.
2. Applications for the approved education and training interventions do not require an evidence base or key benefits to support applications but do require local monitoring procedures.
3. Applications for new interventions to be piloted in 2019-20 do not require an existing evaluation but must include specific proposals for monitoring and evaluation.
4. Applications for funding existing schemes outside of the approved areas must be supported by evaluations of scheme effectiveness.
- 5. For applications within the approved areas, the total grant applied for must not exceed the maximum cost per trainee multiplied by the number of people to receive the training/education. The maximum cost per trainee is intended to include all associated costs for delivering the intervention, including publicity.**

PassPlus Cymru	£138
Megadrive	£26
Motorcyclist: Assessment Training First responder	Assessment - £60 Training £135 First Responder £55
Kerbcraft	£62
National Cycle Training	£48

Local Authority	Vale of Glamorgan Council
Title	Motorbikes
Funding requested for 2019-20	£350
Project Manager Contact Name <i>*note this will be the name used on the grant offer letter and for future</i>	Kyle Phillips

<i>correspondence</i>	
Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge.</i>	Name: Emma Reed Job Title: Head of Neighbourhood Services & Transport Signature:

1. Scheme Description

Provide a brief description of the training or intervention (to include purpose and target audience)
<p>BikeSafe is a Police led motorcyclist advisory, assessment and referral scheme. Its aim is to encourage motorcyclists to undertake post-test training to improve rider attitude and behaviour and in doing so help reduce the number of motorcyclists being killed or seriously injured.</p> <p>The initiative includes an informal workshop with theory presentations and observed rides to help motorcyclists discover their strengths and weaknesses and to improve their skills, knowledge and hazard awareness.</p>

2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

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.

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

Please set out how this intervention will contribute to the wellbeing ways of working

The Five Ways of Working

<p>Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>Unfortunately, The Vale of Glamorgan has had 68 collisions involving 2 wheeled motorised vehicles (scooters, mopeds and motorbikes) and 2 fatalities involving large sized motorbikes within the last three years. This problem is an ongoing, long term issue and as road safety concerns are mostly behavioural, there will always be a need to consider and investigate various training options to provide the skills and knowledge of future generations.</p>
<p>Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>Road safety is a learned habit and it is always going to be difficult to and require a lot of encouragement and education at all age groups. There is no exact science to preventing the problem in the first place, but the more we can reach more people and deliver road safety ETP, the more chance we have of keeping people of all ages safe.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>Working with the schools, colleges, disadvantaged communities, health and leisure practitioners, the Police and the Fire Service and the private experts to deliver motorbike training and other road safety initiatives, will assist with their obligations under the Well-Being and Future Generations Act. Officers consider requests from various other public bodies to deliver the scheme in areas where other bodies have identified issues and continue to do so</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>There are both national and regional schemes to meet the criteria to enable education in this very critical area. These developments are discussed and considered within a Road Safety Wales forum to enable all other LAs in Wales to benefit from courses as well.</p>

<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>The national Motorbike working group, the private sector, other LAs, the Police and Fire Service and PHW are actively involved in the discussions on providing ETP for motor bikers.</p> <p>The Council is part of many groups in the locality that considers options to engage with the public to offer a variety of services alongside other public bodies.</p>
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3. Strategic Case

<p>Evidence base (explain why this intervention is required in your authority, with reference to casualty figures and other data sources). This should include an explanation of the projected numbers to be trained.</p>
<p>This is one of the five priorities in the Road Safety Framework and does not require an evidence base as stated in the guidelines.</p>
<p>Method (Please explain the method that will be used to deliver the training and the rationale for taking this approach)</p>
<p>Funding towards subsidising the cost of the courses to encourage more motorcyclists, particularly from the deprived communities, to undertake further training and provide literature and first aid kits to support the training content of the course.</p>
<p>Description of how you have engaged with relevant stakeholders & target audience in the development of the scheme</p>
<p>This is one of the five priorities in the Road Safety Framework</p>
<p>Describe how you have worked with your road safety partner organisations in the planning, development and delivery of this intervention.</p>
<p>A priority within the Road Safety Framework, working with the national Motorbike working group, the Police, other LA's, Fire Service, PHW and the private sector are actively involved in providing ETP for motor bikers.</p>

4. 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	Neutral
A globally responsible Wales	Positive

5. Management Case

Deliverability
(Describe the key staff, actions and activities, resources and processes that will be put in place to ensure the intervention can be delivered successfully. This should include measures you will take to promote the intervention to your target audience. You should also identify any current staff shortages that may impact on delivery)

Funding towards subsidising the cost of the courses to encourage more motorcyclists, particularly from the deprived communities, to undertake further training.

These courses are delivered externally.

6. Financial case

Number of people to receive the education/training intervention (Please provide a total figure and quarterly breakdown)

Road Safety Grant funded

	No. to be trained	Projected grant claim
Qtr 1	3	105
Qtr 2	3	105
Qtr 3	2	70
Qtr 4	2	70
Total	10	£350

Local authority funded

	No. to be trained	Projected expenditure
Qtr 1		
Qtr 2		
Qtr 3		
Qtr 4		
Total		

If your cost per person exceeds the ceiling cost please provide an explanation

Value for money (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 in terms of the contribution made to casualty reduction)

The Bikesafe course is delivered by the Police and the Council funds approx. 64% of the costs, with the student funding the rest. These courses will be delivered at locations with no cost implications.

7. 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 schemes are being delivered by the Police and ex-Police Officers who have vast experience in dealing with motor bikers.

8. Monitoring and Evaluation

Evaluation

(provide a brief summary of what evaluation that has been undertaken on this intervention, referencing specific evaluation reports that have been produced and explaining how that evaluation has demonstrated the intervention contributes to casualty reduction and demonstrates value for money)

BikeSafe Evaluation March 2013 – workshops are effective at encouraging older and more affluent motorcycle riders to undertake accredited training.

Evaluation of Motorcycling Initiatives in Wales Final Report Welsh Government May 2015. WG has recently considered the benefits of the existing schemes and any recommendations from the report have been considered by the motorbike working group. At this stage, it has been agreed that all education and training for motor bikers is appropriate.

**Proposals for ongoing monitoring and evaluation ⁴
(What data will be collected/ considered in evaluating the effectiveness of the scheme? What process will be put in place to assess impact in terms of casualty reduction?)**

The National Bikesafe Steering Group undertake evaluations to include:

- *stimulate more progression to accredited training
- *socio-demographic and motivation for riders
- *differences & similarities amongst riders
- *extend appeal to riders most at risk
- *determine any changes in rider behaviour or collision involvement after Bikesafe training.

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

Evaluations undertaken by Bikesafe organisers and provided to the National Bikesafe Steering Group for assessment in relation to WG targets.

ROAD SAFETY GRANT FY2019-20

ROAD SAFETY REVENUE APPLICATION FORM

Guidance Notes:

Local Authorities should complete one form per education/training intervention you require funding for.

1. There is no limit of the number of applications an authority can make. Applications must be for one intervention. We will not accept applications for a package of training interventions.
2. Applications for the approved education and training interventions do not require an evidence base or key benefits to support applications but do require local monitoring procedures.
3. Applications for new interventions to be piloted in 2019-20 do not require an existing evaluation but must include specific proposals for monitoring and evaluation.
4. Applications for funding existing schemes outside of the approved areas must be supported by evaluations of scheme effectiveness.
5. **For applications within the approved areas, the total grant applied for must not exceed the maximum cost per trainee multiplied by the number of people to receive the training/education. The maximum cost per trainee is intended to include all associated costs for delivering the intervention, including publicity.**

PassPlus Cymru	£138
Megadrive	£26
Motorcyclist: Assessment Training First responder	Assessment - £60 Training £135 First Responder £55
Kerbcraft	£62
National Cycle Training	£48

Local Authority	Vale of Glamorgan
Title	Mega Drive
Funding requested for 2019-20	£3000
Project Manager Contact Name <i>*note this will be the name used on the grant offer letter and for future correspondence</i>	Kyle Phillips

Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge.</i>	Name: Emma Reed Job Title: Head of Neighbourhood Services & Transport Signature:

1. Scheme Description

Provide a brief description of the training or intervention (to include purpose and target audience)
<p>Megdrive is a road safety scheme aimed at pre-drivers aged 16 and over in order to educate them on how to be responsible car users, whether as a driver or a passenger.</p> <p>The aim of the scheme is to inform young people about the key risks associated with car use, and to help change their behaviour in respect of these issues.</p> <p>The Vale of Glamorgan Council offers Megadrive to all students aged sixteen plus in its senior schools and college. Megadrive gives young drivers (and also passengers), who are a Road Safety Framework High Risk Group, an awareness of the key safety risks that they face and aims to change their attitudes to these risks.</p>

2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

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.

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

Please set out how this intervention will contribute to the wellbeing ways of working

The Five Ways of Working

<p>Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>The scheme offers road safety education to the most vulnerable road user.</p> <p>Mega Drive is a road safety scheme aimed at pre-drivers aged 16 and over in order to educate them on how to be responsible car users, whether as a driver or a passenger.</p> <p>The aim of the scheme is to inform young people about the key risks associated with car use, and to help change their behaviour in respect of these issues.</p>
<p>Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>Travel behaviour is learned behaviour and is usually dictated by a parent at an early age. A great deal of encouragement is required to continually remind road users to adopt safe practices and to remind them of their responsibilities and identify the distractions that are continuously risking young people’s lives. By providing education for pupils, it is envisaged that they will be constantly reminded about what can go wrong and how devastating bad decisions can be to the wider public as well as to themselves and their families</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>Working with the schools, disadvantaged communities, health and leisure practitioners, the MOD St Athan, the Police and the Fire Service to deliver the Megadrive programme, will assist with their obligations under the Well-Being and Future Generations Act to try to prevent accidents in the future and assists Wales being a healthier Wales and a Wales of cohesive communities, which are two of the Goals within the Act.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>This service has been on-going and successful for many years. It was re-evaluated in 2016/17 and discussed and considered within the Road Wales Safety</p>

	<p>working group and Policy Group.</p> <p>Collaborating with developers and schools, public health and leisure practitioners, the Police and Fire Service, Sustrans, Healthy schools co-ordinators and others are all on-going practices carried out by the Council.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>The Police, Fire Service, other interested parties, Road Safety Officers and schools are actively involved in delivering this intervention.</p> <p>Some training is delivered by the private sector.</p> <p>The Council is part of many groups in the locality that considers options to engage with the public to offer a variety of services alongside other public bodies.</p>

3. Strategic Case

<p>Evidence base (explain why this intervention is required in your authority, with reference to casualty figures and other data sources). This should include an explanation of the projected numbers to be trained.</p>
<p>As detailed in the guidance notes, or this priority area, there is no requirement to submit supporting evidence, or key benefits to support intervention which we aim to deliver to approximately 150 pre-drivers in the 16+ age group with the assistance of schools/colleges.</p>
<p>Method (Please explain the method that will be used to deliver the training and the rationale for taking this approach)</p>
<p>Students participating in Megadrive visit "interactive workstations" in groups and cover the key issues affecting road safety for young people. These include speed, drink/drug use, seatbelts, distraction, maintenance & documents and first on the scene.</p>
<p>Description of how you have engaged with relevant stakeholders & target audience in the development of the scheme</p>
<p>A pre-course and post-course focus group session with participants of Megadrive has been undertaken in other LAs where they have delivered Megadrive in recent years, to</p>

gather the views of young people on the scheme, including, feedback on the content of the course e.g. what they found most/least relevant, delivery of the course, comments about the course venue and provided the opportunity for participants to suggest improvements.

Describe how you have worked with your road safety partner organisations in the planning, development and delivery of this intervention.

The scheme is delivered by a variety of partners, including the Police, Fire Service, ADIs, public health and Road Safety Officers. The scheme is delivered at the MOD St Athan Camp.

4. 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	Neutral
A globally responsible Wales	Positive

5. Management Case

Deliverability

(Describe the key staff, actions and activities, resources and processes that will be put in place to ensure the intervention can be delivered successfully. This should include measures you will take to promote the intervention to your target audience. You should also identify any current staff shortages that may impact on delivery)

Continuous dialogue with partners and schools/colleges will take place to secure early commitment to the scheme in order to ensure that young pre-drivers and passengers are targeted.

The College and all secondary schools within the Vale of Glamorgan will be given the opportunity to participate in Megadrive.

6. Financial case

Number of people to receive the education/training intervention (Please provide a total figure and quarterly breakdown)

Road Safety Grant funded

	No. to be trained	Projected grant claim
Qtr 1		
Qtr 2	150	£3,000
Qtr 3		
Qtr 4		
Total		

Local authority funded

	No. to be trained	Projected expenditure
Qtr 1		
Qtr 2		
Qtr 3		
Qtr 4		
Total		

If your cost per person exceeds the ceiling cost please provide an explanation

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Value for money (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 in terms of the contribution made to casualty reduction)

A number of best value steps have been taken to ensure that costs have been kept as low as possible. Megadrive will only delivered on premises where there is no cost to eliminate venue costs and volunteers used.

The course will be delivered by a mix of agencies and MOD St Athan staff with support from other Councils.

7. 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 scheme will be delivered by a mix of agencies in partnership with the Vale of Glamorgan Council's Road Safety Team.

8. Monitoring and Evaluation

Evaluation

(provide a brief summary of what evaluation that has been undertaken on this intervention, referencing specific evaluation reports that have been produced and explaining how that evaluation has demonstrated the intervention contributes to casualty reduction and demonstrates value for money)

A pre and post course survey has been designed to test whether students attain the learning outcomes of Megadrive. This has been tested at a Cardiff Megadrive session and found that on average students achieved a positive score of 72%.

Further work was undertaken by a regional working group during 2016/17 to develop a standard way of monitoring/evaluating, which focuses on the impact of the course on attitudes/behaviour, evaluating whether students had gained knowledge.

Proposals for ongoing monitoring and evaluation ⁴

(What data will be collected/ considered in evaluating the effectiveness of the scheme? What process will be put in place to assess impact in terms of casualty reduction?)

Pre-course and post-course evaluation surveys as described above will be undertaken at each Megadrive course.

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

Evaluations developed by a regional working group during 2016/17 for monitoring and evaluating are used – these focus on the impact of the course on attitudes/behaviour, and evaluating whether students had gained knowledge.

**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

Local Authority	Vale of Glamorgan Council
Scheme Name	M4, Junction 34 to Cardiff Airport Transport Network Scheme
Scheme Priority Rank Number	1
Existing or New Scheme	Existing
Grant (please select one)	Local Transport Fund
Date of Scheme	Start December 2018 Estimated Completion Unknown at this stage
Scheme Category	Integrated Transport / Highways / Rail / Active Travel Strategic Scheme
Funding required for 2019-20	£940,000
Total funding required to complete scheme from 2020-21 onwards	<p>£1,085,000 to get scheme shovel ready.</p> <p><i>Then approximate construction costs:</i></p> <p><i>Eastern Alignment Road - £81,000,000</i></p> <p><i>Western Alignment Road - £56,600,000</i></p> <p><i>Rail construction costs – unknown at this stage</i></p>
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)	<p>Name: Emma Reed Job Title: Head of Neighbourhood Services and Transport</p> <p>Signature:</p>

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 GB grid reference: ST060767 51.481464 -3.3539870

On-going studies into the development proposals for a new road linking the M4 and A48 and a new park and ride at Junction 34 of the M4 including WeITAG 3 full business case and GRIP study's.

WeITAG Stage 3 and GRIP studies

Parkway Station 2019/20:

GRIP 2 and 3 study (**£140k** including 25% Network Rail uplift – 3rd party costs)

Parkway Station 2020/21:

GRIP 4 study (**£685k** including 25% Network Rail uplift – 3rd party costs)

All dependent on timely meetings with NR/TfW/WG

Highway Link (east and west routes) 2019/20/21:

This work will include a WelTag Stage Three appraisal for providing highway improvements from the A48 Sycamore Cross Junction to Junction 34, by providing a new road either to the east or west of Pendoylan.

The funding being requested will prepare the road scheme to preliminary design stage where it will be ready for planning / orders.

This will allow for further topographical, traffic & environmental surveys and ground investigation to support the production of preliminary design up to and including an Environmental Impact Assessment. A potential risk is the archaeological investigations and ground investigations will be required at this stage of the project given the risks in the local area. As an additional element, the work that Peter Brett Associates are currently undertaking on the wider economic case could be continued alongside the other Stage Three aspects.

The key elements included for stage 3 for the road option include:

- Surveys and investigations
- Preliminary design
- Environmental Assessment

- Transport Assessment and other technical studies
- land referencing
- consultation processes
- legal costs.

Continue with any recommendations from Peter Brett Study for wider economic benefits (to be defined following report recommendations).

The Appraisal will encompass the tasks referred to in Stage Three Full Business Case, WeITAG 2017, issued December 2017.

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

Consultation, communication and stakeholder engagement will be carried out throughout the appraisal and at least two stakeholder workshops will be undertaken as part of the work. These will assist in gaining support for the delivery of the scheme.

The outputs from the work will be a WeITAG Stage Three report. The work will include an Impacts Assessment report containing the detailed information which supports the summary information in the main Appraisal document.

Estimate feasibility and design costs will be £800k in 2019/20 and £400k 2020/21 for Highway options.

Construction costs for the road options will be £56.6m (Western alignment) and £81m (Eastern Alignment).

The Rail construction costs are to be confirmed.

Details of work to date can be found on <https://www.valeofglamorgan.gov.uk/en/living/Roads/M4-Junction-34-to-A48-Transport-Improvements.aspx>

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	
<p>Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>The Cardiff Capital Region City Deal Growth & Competitive Commission Report & Recommendations states that '<i>Evidence suggests that Cardiff International Airport's connectivity in particular is a constraint on growth and should be a priority for any economic development strategy for the region.</i>'</p> <p>It is projected that the 433.5 HA (gross)/312.9 HA (Net) of land that has been identified as employment sites within the Cardiff Airport and St Athan Enterprise Zone and at Hensol adjacent to the M4 at Junction 34, as part of the LDP, will be accessed more sustainably and fluidly by providing necessary highway improvements to access the M4 as well as providing local Active Travel access to the Airport.</p> <p>The employment sites identified, comprise strategically located flagship sites that will stimulate inward investment and consolidate the role of the Vale of Glamorgan within the Capital Region as well as local employment sites that support indigenous business expansion and facilitate the establishment of new employment enterprises to the benefit of the local economy. Three major employment sites have been allocated which seek to capitalise on the St Athan – Cardiff Airport Enterprise Zone (including the Aerospace Business Park at St. Athan and Cardiff Airport itself) and the proximity of the M4 motorway. These</p>

	<p>sites are intended to cater specifically for the needs of the aerospace industry and high tech manufacturing, encouraging investment from the regional and sub-regional market place.</p>
<p>Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or occurring in the first place.</p>	<p>The problem is the sheer volume of motorised traffic on the two commuter corridors that access these sites (approx. 42,000 motorised vehicles between the corridors daily), the time taken to access the sites and the subsequent accidents accorded to the volume of traffic.</p> <p>There is currently no footway along large sections of the corridor from Cardiff Airport and St Athan Enterprise Zone from Weycock Cross and a separate Safe Routes in Communities scheme is being submitted to accommodate a pedestrian / cycle scheme along the Weycock Cross to Cardiff Airport Corridor. Highway improvements to the J34, M4 to Cardiff Airport corridor and a Parkway Station at Junction 34, will enhance the attractiveness of all of the sites identified on this corridor within the Council’s emerging LDP.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The Cardiff Capital Region City Deal Growth & Competitive Commission Report & Recommendations also states that <i>‘Reducing journey times and increasing the accessibility and availability of different choices of transport will help to increase economic mass, bringing the benefits of agglomeration in terms of productivity and also effectively delivering a larger market for both business and labour. Road improvements alone would not necessarily help those distant from the labour market in accessing job opportunities, as there is a clear correlation between long term unemployment and access to a car.’</i></p> <p>This scheme enhances the Metro bus corridor works completed and will enhance the works at Five Mile Lane that will be delivered to offer a safer and more appealing route to the A48 and ultimately the M4. This scheme, in tandem with the pedestrian / cycle scheme being promoted as part of a separate bid for Active Travel funding, offers localised sustainable transport options, enabling growth of all modes of transport to accommodate the wider strategic transport</p>

	<p>goals to access the employment and housing developments that will be delivered within the LDP period. Providing improved access to these sites will unlock land that will entice employers to invest in the area to realise WG's Strategic Opportunity Area (SOA) in the Vale of Glamorgan and relieve the pressure on the M4 corridor, particularly the A4232 and Culverhouse Cross, and offer shorter travel journeys to access these sites.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>The corridor from M4, J34 to Cardiff Airport / St Athan Enterprise Zone is part of a wider strategic goal for the Cardiff Capital City Regional Transport Authority and is therefore supported regionally. Direct access from the M4 to Cardiff Airport and St Athan Enterprise Zone is recognised as being essential to realise the opportunities of the Cardiff Capital Region City Deal objectives. Initial stakeholder and public consultation has been carried out for WeITAG Stage 2 and further works to complete the Stage 2 study are in progress.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your scheme.</p>	<p>This scheme has been identified as part of the Cardiff Capital Region City Deal aspirations to improve access to the Airport. WeITAG Stage 2 included stakeholder and public consultation.. A Review Group has been set up to consider the proposals at each WeITAG Stage and full consultation will be carried out as part of the process.</p>

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues 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 carry out these necessary improvements to access these strategically important employment sites and associated development parcels and would restrict the ability to realise the potential of this Strategic Opportunity Area (SOA) as identified by WG.</p> <p>The current busy commuter route from Culverhouse Cross on the A4050 to Cardiff Airport and the Enterprise Zone is both a 40mph and 50mph road and caters for over 35,000 vehicle movements daily. The alternative route from the M4, J34 to Cardiff Airport and St Athan Enterprise Zone is served by a county lane and a number of villages and is unsuitable as a commuter corridor to access the sites, particularly for large volumes of traffic and HGVs.</p> <p>To reduce the impact to the local communities, to provide the transport connectivity required to serve the employment sites, and encourage modal shift to Active Travel modes for localised</p>

	<p>movements, the necessary infrastructure is required to make the routes attractive and safe. The road infrastructure from Sycamore Cross Junction on the A48 to J34 on the M4 is substandard and poor quality and needs improvements and enhancements to provide the benefits that the City Deal vision requires.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>There are opportunities to introduce and establish an enhanced and sustainable transport network by improving strategic connectivity southwards from M4 Junction 34 to the A48 and beyond to achieve the following key objectives:</p> <ul style="list-style-type: none"> • Enhance connectivity to Cardiff Airport and strategic employment sites in the region. • Increase transport options for strategic access and access to and from local communities. • Improve network resilience and road safety on the M4, A48 and A4232 corridors and other connecting roads. • Protect and enhance the historic, built and natural environment including the landscape and settlement character of the study area. <p>Minimise impacts on communities and support social inclusion and health and well-being.</p>

<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>This scheme is being promoted as a corridor identified in the National Transport Plan for improvements. The Vale of Glamorgan Council is currently promoting improvements to strategic access to the Enterprise Zone, the Airport and Barry (via Five Mile Lane / A4226) through Policy MG16 (16) of the LDP. This bid forms part of a wider suite of measures to enhance and promote the corridor from the airport to Barry and to connect to the wider City Region. This scheme helps provide the transport infrastructure required for proposals in the LDP, Policy MG 9 – Employment Allocations, Policy MG 10 – St Athan - Cardiff Airport Enterprise Zone and Policy MG 11 – Land to the South of Junction 34 M4 Hensol. Consultation was carried out via Community public exhibition sessions in November 2013.</p>
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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
Prosperous & Secure	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>These proposed improvements will serve economic growth, by widening labour markets, unlocking the identified sites for development, providing attractive</p>

		<p>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>Improving access to the Airport will enable excellent international connections, supporting inward investment and tourism.</p> <p>The corridor serves the WG identified SOA at Cardiff Airport and St Athan Enterprise Zone and is identified in the Council's LDP under policies MG9, MG10 and MG11.</p> <p>Policy Mg10 - ST Athan – Cardiff Airport Enterprise Zone 77 HA and 305HA identified for the development of 382 Hectares of strategic employment land (CLASS B1, B2 AND B8) forming part of the St Athan to Cardiff Airport Enterprise Zone.</p> <p>Policy MG11 - Land to the South of Junction 34 M4 Hensol – Land is allocated to the South of Junction 34 M4 (Hensol) (51.1HA Gross)</p> <p>For employment purposes (Class B1, B2 and B8) comprising 28.26HA (Net) for strategic employment and 6.64HA to meet local need.</p>
<p>Healthy & Active</p>	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>There is an Active Travel scheme element being promoted as a separate bid to encourage walking and cycling. This in itself will encourage healthier and more active journeys and will also offer a leisure facility for the large number of road runners who exercise on the current routes in the area.</p> <p>The highway improvements will offer more road capacity, and will also offer improved bus journey times, therefore making bus travel more appealing, as well as a rail</p>

Ambitious & Learning	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	<p>alternative at J34, potentially reducing the volume of road-based traffic along the M4 corridor.</p> <p>This scheme offers highway infrastructure benefits to some of the most deprived areas in Barry to access new jobs within the Enterprise Zone, and offers rural residents access to jobs and other facilities within the large town of Barry, the Airport and St Athan Enterprise Zone, and will consider options to improve access to jobs wider afield, regionally and globally.</p>
United & Connected	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>This scheme will offer a wide range of connections locally, regionally, nationally and globally by providing a mix of road and sustainable transport connections to the employment sites and the national Airport as well as the large town of Barry and the rural communities.</p>

Scheme Objectives

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

Grant name	Grant objectives	Scheme Objectives
Local Transport Fund	<ul style="list-style-type: none"> • 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 • Reduce economic inactivity by delivering safe and affordable 	<p>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>

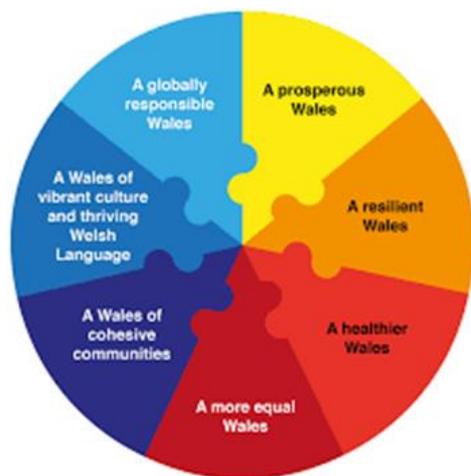
	<p>access to employment sites</p> <ul style="list-style-type: none"> • Encourage active and sustainable travel • Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services • Connect communities and enable access to key services • Develop active travel schemes identified in the Integrated Network Maps 	<p>The corridor serves the WG identified SOA at Cardiff Airport and St Athan Enterprise Zone and is identified in the Council's LDP under policies MG9, MG10 and MG11.</p> <p>Policy Mg10 - ST Athan – Cardiff Airport Enterprise Zone 77 HA and 305HA identified for the development of 382 Hectares of strategic employment land (CLASS B1, B2 AND B8) forming part of the St Athan to Cardiff Airport Enterprise Zone.</p> <p>Policy MG11 - Land to the South of Junction 34 M4 Hensol – Land is allocated to the South of Junction 34 M4 (Hensol) (51.1HA Gross) For employment purposes (Class B1, B2 and B8) comprising 28.26HA (Net) for strategic employment and 6.64HA to meet local need.</p> <p>The proposal is to consider highway and rail improvements that will offer more road and rail capacity, cycle options, and more bus services and improved bus journey times, therefore making bus travel more appealing.</p> <p>This scheme will offer a wide range of connections locally, regionally, nationally and globally by providing a mix of road and sustainable transport connections to the employment sites and the national Airport as well as the large town of Barry and the rural communities. The scheme will have particular benefits to the rural surrounding areas and could offer more bus services that would not otherwise be viable.</p> <p>The existing road route is a rural country lane that is single track in many places and extremely substandard for buses to travel on it. The improvements proposed would resolve this issue and encourage bus operators to provide commercial services where they are currently not financially viable.</p> <p>A new road will divert traffic from the rural villages and improve air quality for the residents. The opportunity for passenger and sustainable transport will reduce the need for single occupancy car use and therefore reduce emissions.</p> <p>The improvements would offer direct, safe bus routes into the town centres, Enterprise Zone and Airport, connecting communities locally, regionally and</p>
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		nationally to enable improved access to employment, education and key services.
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Improve air quality • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	n/a
Active Travel Fund	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	n/a
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	n/a

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	Neutral

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.

<p>Social Impacts Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.</p>	<p>With 312.9 Net Hectares of land identified for employment sites on this corridor, it is an essential part of the Cardiff Capital Region City Deal to enable its vision and aspirations to significantly uplift GVA to be realised. As such, this corridor will affect a wide range of people in Wales and further afield who work in, or visit the area, or use the airport. Once the employment sites are operational, Active Travel, making better use and new highway provision are necessary to mitigate the impact that the extra trips will generate on the network.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>As part of the LDP process, the Council considered the consequences of the employment sites on the environment. A full response can be found at http://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LDP/Action-Points/HS5AP8-Response-corrected-220716.pdf. Whilst some issues have been identified, developers have offered acceptable solutions to mitigate against the impacts their developments and associated infrastructure will have on the environment.</p>
<p>Environmental Impacts Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The employment sites on this corridor are seen as being essential to ensure the success of the Cardiff Capital Region City Deal and its vision and aspirations to significantly uplift GVA and as such will affect a wide range of people in Wales</p>

	<p>and further afield who work in or visit the area. Whilst preparing for the adoption of its LDP, the Council employed Capita Symonds to carry out a study of specific junctions that are renowned as problem areas. The study can be found at http://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LDP-2013/45_LDP_Highway_Impact_Assessment_2013.pdf. This study states that most of the junctions are already over capacity or will be at the end of the Plan. Therefore, any proactive mitigation to reduce the need to travel by motorised vehicle will assist with the movement of people, as well as the improvements that will be provided as part of the developments.</p>
<p>Economic Impacts Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: 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. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</p>	<p>Peter Brett was commissioned by WG to consider the wider economic benefits of providing new transport connections to the Airport, the St Athan Enterprise Zone and the wider communities, locally, regionally and nationally. This report has been used to inform the proposals.</p>

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.

A potential risk 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 – The Peter Brett wider economic benefits assessment 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.
Communicating with Network Rail/TfW with regards the Grip process will be a key consideration. Early engagement will be required.

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		470,000	500,000				900,000
Design		470,000	585,000				1,055,000
Land Purchase				TBC			
Accommodation Works				TBC			
Construction				£56.6m Or £81m			£56.6m/£81m
Project Management				TBC			
Monitoring and Evaluation				TBC			
Promotion				TBC			
GROSS TOTAL		940,000	1,085,000	£56.6m/£81m			£57,955,000/£82,955,000
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		940,000	1,085,000	£56.6m/£81m			£57,955,000/£82,955,000

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	117,500	117,500	117,500	117,500
Design	117,500	117,500	117,500	117,500
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
Promotion				
GROSS TOTAL	235,000	235,000	235,000	235,000
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL	235,000	235,000	235,000	235,000

5. COMMERCIAL CASE

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

Arcadis currently completing WelTAG Stage 2 plus study.

The Council will contract consultants to carry out the WelTag Stage Three appraisal for providing highway improvements from the A48 Sycamore Cross Junction to Junction 34 of the M4 and to take through the GRIP process for the Parkway Station. 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 project.

**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

Local Authority	Vale of Glamorgan Council
Scheme Name	Penarth Cardiff Barrage Sustainable Transport Corridor
Scheme Priority Rank Number	3
Existing or New Scheme	Existing
Grant (please select one)	Local Transport Fund
Date of Scheme	Start April 2017 Estimated Completion Unknown at this stage
Scheme Category (please select one)	Integrated Transport / Active Travel
Funding required for 2019-20	£600,000
Total funding required to complete scheme from 2020-21 onwards	<i>£unknown at this stage</i>
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 & 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 GB grid reference: ST 18804 72629 51.446805 -3.1697743

The works include completion of WelTAG Stage Two and a WelTAG Stage Three: Full Business Case for providing transport network improvements on the Penarth Cardiff Barrage Sustainable Transport Corridor. The works for 2019/20 will include a WelTAG Stage 3 appraisal for the proposed Penarth Headland Link, a bus Park & Ride site at Cosmeston, and the bus priority measures required on an identified route to access the Barrage (subject to the outcome of the current feasibility work that is ongoing until 31st March 2019).

The process will encompass the tasks referred to in Stage Three: Full Business Case, WelTAG 2017 and will align with the proposals that will be identified in the report currently being prepared.

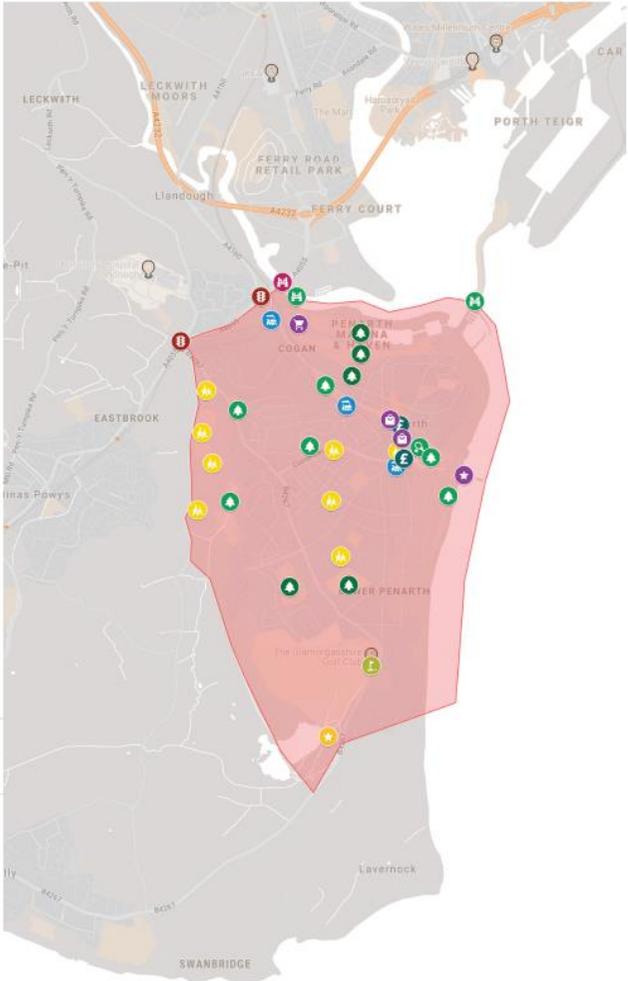
The study will take account of all existing commitments within the Vale of Glamorgan's emerging LDP and Adopted LTP.

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.

Penarth Study Area

- Penarth Sustainable Transport Corridor Study Area**
- Study Area
 - Cardiff Bay Barrage
 - Penarth Pier Pavillion
 - Pont Y Werin Bridge
 - Penarth Station
 - Dingle Road Station
 - Cogan Station
 - Cosmeston Lakes
 - Glamorganshire Golf Club
 - Tennis Club
 - Alexandra Park
 - Windsor Road Park
 - Victoria Park
 - Italian Gardens
 - St Cyres School
 - Saint Cyres Park
 - St Josephs School
 - Evenlode Primary School
 - Stanwell School
 - Westbourne School
 - Victoria Primary School
 - Erwŷ Delyn Primary
 - Wordworth Park
 - Ysgol Cymraeg Pen Y Garth
 - Cogan Spur Bridge
 - Penarth Athletic Field
 - Cwt Field
 - Natwest
 - Barclays Bank
 - Plassey Square
 - St Josephs Park
 - Penarth Marina Park
 - Shopping
 - Shops
 - Tesco Supermarket
- Place Name Labels**
- Menie Harrier Pub
 - Barons Court Junction



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 use the Future Generations Framework <https://futuregenerations.wales/wp-content/uploads/2017/12/FGCW-Framework.pdf>

PLEASE ONLY PROVIDE INFORMATION RETLATED TO YOUR SCHEME

The Five Ways of Working	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	The Cardiff Capital Region City Deal realises that access improvements are required across the Region, to and within Cardiff and other major centres, and to the region’s enterprise zones, airport and main gateways. With this in mind, a range of sustainable transport improvements have been identified as part of ongoing works within both Councils’ Local Development Plans and Local Transport Plans, as well as works progressed via the private sector, to identify some ways of addressing the existing and future problems in terms of connectivity and accessibility.
Prevention – please describe how you considered options to prevent the problem that your scheme is addressing, from getting worse in the first place.	The highway network through Barry, Penarth, Dinas Powys and Cardiff is significantly congested and constrains strategic connectivity including accessibility to key services and strategic employment sites in the Vale of Glamorgan and Cardiff, as well as to local/ regional communities. Traffic congestion and resilience issues are evident throughout the corridors particularly affecting the Merrie Harrier and Cogan Spur Junctions during peak

	<p>commuting hours. The corridor offers frequent and good rail services, but evidence shows that the services are over, at or near capacity, particularly at peak times. This has a negative impact on people's mode choice.</p> <p>In addition, the resilience of the strategic network throughout the Barry / Penarth / Dinas Powys /Cardiff corridors are anticipated to deteriorate in the short to medium term with committed development planned for the region.</p> <p>To assist Cardiff with meeting its need to reduce the level of motorised car travel, the neighbouring local authorities need to deliver sustainable transport infrastructure and services to reduce the negative impact of car based transport in terms of congestion and pollution.</p> <p>On this eastern corridor, these will include Active Travel walking & cycling routes, bus priority measures, new bus access over the Barrage, a park & ride strategic site, and a transport interchange at Cogan. These measures will enhance the rail franchise and form the non-rail element of the Metro. Many of these schemes were already identified in Metro Phase 1 within the bus priority measures proposed.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>To realise the economic growth identified, a series of sustainable transport routes are required to improve connectivity. The routes have been considered as an integrated network approach to tackling congestion and offering choices for travel and have been considered in the spirit of a Metro based transport network.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>Both Councils have worked together to consider the corridor, in particular, to provide a bus route over the Barrage where Cardiff Council has been carrying out feasibility works on this project. Works to date show that it would be possible to allow buses to use the Barrage to link between the two Authorities which would offer time benefits and more direct routes, but further works are required to enable this to progress. Cardiff Council has been working with the</p>

	<p>Harbour Authority as part of the feasibility.</p> <p>Cardiff Council has also actively supported the Park & Ride Site at Cosmeston through representations in the LDP process, and has been actively engaging with the Vale of Glamorgan for a number of years to identify a site in this area for a strategic park & ride, to reduce the need to travel into Cardiff past this point, by car.</p> <p>All of the Active Travel proposals have been identified on the Integrated Network Maps submitted to WG in November 2017.</p> <p>The Penarth Headland Link project has been promoted by a group of Private professionals where they have set up a registered not-for-profit company to promote and take the project forward. This group has already provided £224k worth of works 'pro bono' to assist the WelTAG process. Cardiff Council is working with the Vale of Glamorgan Council and the Penarth Headland Link Group to support the Active Travel proposal around Penarth Headland Link.</p> <p>The Vale of Glamorgan Council has been working with WG and TfW to consider expanding the Cogan Rail Station into a Transport Interchange which could include provision for all modes of transport.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your scheme.</p>	<p>All schemes have been taken forward on a regional approach basis. Cardiff and the Vale of Glamorgan have been working with the other 8 LAs in the Cardiff Capital City Region to promote schemes such as these on a regional basis and the Vale of Glamorgan have worked with WG and TfW on specific schemes identified within these proposals, and as part of the current study that the Vale of Glamorgan is undertaking in respect of the Dinas Powys Transport Network (WelTAG Stages 1 & 2), all statutory bodies and the public</p>

	have been included within a consultation process. The public have been also been consulted in relation to the Active Travel proposals for both Councils.
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SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>Existing levels of traffic congestion have a significant negative impact on connectivity and the regional economy. It has been estimated that traffic congestion is costing Cardiff businesses approximately £9 million a year in lost productivity. It has also been found that business in Cardiff suffers the most from traffic through the working day than in any other UK city with ‘congestion between the morning and evening peak periods, both in and out and within the city, occurring for 15% of the time on average.’ City Deal aspirations for economic growth and increased prosperity across the region will lead to increased demand for travel. It is fundamental that improvements to transport and connectivity aim to both address and future-proof against increasing levels of congestion.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>These proposals will provide a range of sustainable transport options to negate the need to travel by single occupancy car. The proposals include Active Travel routes, Bus corridors, p&r facilities, transport interchange, and although outside of the control of the Local Authorities, it is intended to lobby the rail industry, WG and TfW to improve rail services on this network.</p>

<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>The whole ethos of Sustainable Transport is embedded in both Local Authorities' Local Transport Plans, will be included in the future South East Wales Regional Transport Plan and are included in the Cardiff Capital Region City Deal proposals and commitments.</p>
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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/dsilg/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
Prosperous & Secure	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>This 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</p>

		<p>costs for links from suppliers to producers to markets. Improving access to Cardiff will enable excellent international connections, supporting inward investment and tourism.</p>
<p>Healthy & Active</p>	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>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>
<p>Ambitious & Learning</p>	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	<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 employment sites and promote other sustainable modes of transport.</p>
<p>United & Connected</p>	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>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</p>

		well as improve the environment and offer improved connections locally and regionally.
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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
Local Transport Fund	<ul style="list-style-type: none"> • 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 • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • 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 • Connect communities and enable access to key services • Develop active travel schemes identified in the Integrated Network Maps. 	<p>Improving this corridor will improve access to major employment sites within the Vale of Glamorgan and Cardiff. These proposals include walking and cycling infrastructure, and improvements for passenger transport modes that encourage sustainable travel.</p> <p>These proposals will connect Cardiff and Penarth, connecting all of the communities and enabling residents access to key services within these areas.</p> <p>All Active Travel schemes proposed have been identified within The Vale of Glamorgan Council's INM.</p>
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Improve air quality • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	<p>Any interventions will focus on improving journey times and reliability for all modes of transport.</p> <p>Concerns have been raised on the corridor with regards air quality, particularly at Windsor Road, Penarth. The air quality will be monitored and any interventions will aim to reduce the volume of traffic at the Cogan Spur Junction and outside the</p>

		<p>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.</p> <p>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>
Active Travel Fund	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	

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	<i>Physical Activity</i>
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quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.

It is expected that these proposals would have a moderate beneficial impact on physical activity with the exception of the PHL which will have a significant impact generally and with those of limited mobility.

Journey Quality

The current road network forms the main transport infrastructure in the study area which is subject to high levels of traffic and subsequent congestion and poor journey time reliability. However, a range of highway junction improvements and sustainable transport enhancements throughout the network, would have the potential to deliver a large beneficial impact to journey quality. In order for the full benefits to be realised the entire corridor improvements would need to be delivered to encompass light traffic, HGVs and public transport users. There is also the potential if active travel measures are delivered to retain additional benefits to walkers and cyclists, ensuring that a safer and more secure transport network is delivered.

Accidents

Through the delivery of highway improvements, improved walking and cycling infrastructure, and enhanced public transport services and interchange has the potential to improve road safety through the removal of pinch points, improving the standard of the carriageway, and encouraging people to travel by more sustainable means.

Security

The delivery of new and enhanced public transport waiting facilities, if built with appropriate lighting, real time information, shelters and potentially CCTV could improve the perception of passenger personal security. Together with enhanced security features on new buses and existing rolling stock, such as increased use and CCTV. Improvements to walking and cycling routes and provision of secure storage facilities and robust lighting could further enhance the perception of safety and security

	<p>throughout the transport network.</p> <p><i>Access to Employment</i> These proposals could improve access to employment through the provision of additional public transport services and enhanced local walking and cycling opportunities. The improved journey times achieved through the on-line highway improvements would benefit light traffic, HGVs and public transport users.</p> <p><i>Access to Services</i> These proposals could improve access to services through the provision of additional public transport services and enhanced local walking and cycling opportunities. The improved journey times achieved through the on-line highway improvements would benefit light traffic, HGVs and public transport users.</p> <p><i>Affordability</i> Rising cost of transport is resulting in many households struggling to afford to own and run a car, the provision of enhanced public transport and walking and cycling options has the potential to make travel more affordable for some sections of society, most notable the young and the older sections of society.</p> <p><i>Severance</i> With improvements to walking and cycling crossing points, most notably between Penarth and Cardiff Bay, severance within the communities could be reduced.</p>
<p>Cultural Impacts Please consider cultural impacts including wels language.</p>	<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</p>

	<p>moderately beneficial due to improvement to rail and bus station environs.</p>
<p>Environmental Impacts Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The environmental impacts will become more apparent once the WeITAG Stage 2 plus work is completed.</p> <p>Reducing car journeys with improved active travel routes and running buses over the barrage will reduce existing environmental impacts associated with car travel.</p>
<p>Economic Impacts Please consider journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created.</p>	<p>Evidence demonstrates that Cardiff has the highest opportunity in the region for attracting employers. With its LDP providing for 40,000 jobs, and the significant employment land identified in the Vale of Glamorgan Council's LDP, along with the circa 50,000 additional houses being planned between the two LAs, and the fact that the Vale has one of the highest commuter populations into Cardiff, the schemes identified, would go a long way to realising the potential for transformational change.</p> <p>The building of the housing developments alone will provide up to 215,000 jobs over the life of the build and contribute the potential of £1.6billion of new resident spending on goods and services; a significant portion of which would be spent in the local economy.</p> <p>Access to employment has been specifically highlighted by the Competition Commission. This proposal aims to substantially increase the accessibility of key job markets in Cardiff.</p>

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.

This scheme is being promoted for funding to progress full design and identifying environmental risks from the Local Transport Fund. Delivery of the scheme is unknown at this stage but will progress under WeITAG Stage 2 in 18/19 and Stage 3 studies in 19/20.

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.

The need for a bus park & ride facility has been identified in the Vale of Glamorgan's LDP following discussions with Cardiff for a site in the vicinity. It is anticipated that this facility will be provided towards the later stage in the Plan and therefore no feasibility works have been carried out to date.

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		250,000					250,000
Design		350,000					350,000
Land Purchase			Unknown				
Accommodation Works			Unknown				
Construction			Unknown				
Project Management			Unknown				
Monitoring and Evaluation			Unknown				
Promotion			Unknown				
GROSS TOTAL		600,000					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		600,000					

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	100,000
Design	75,000	75,000	100,000	100,000
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
GROSS TOTAL	125,000	125,000	150,000	200,000
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL	125,000	125,000	150,000	200,000

5. COMMERCIAL CASE

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

The Council will contract consultants to carry out the Weltag Stage Three appraisal for providing transport and highway improvements throughout Penarth Cardiff Barrage Sustainable Transport Corridor. 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.

ROAD SAFETY GRANT FY2019-20

ROAD SAFETY CAPITAL SCHEME APPLICATION FORM

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

Guidance Notes:

1. Applications will be accepted for site specific, area or whole route treatments. Please provide maps or plans as supporting documents.
2. High Risk and Vulnerable Groups are as defined in Chapter 2 of the Road Safety Framework for Wales.
3. Collision and casualty savings should be calculated for the lifetime of the scheme. You should use the methodology outlined in the RoSPA safety engineering manual to calculate the expected savings.
4. Partner endorsements will be subject to random testing

Local Authority	Vale of Glamorgan Council
Scheme Name	B4270 Floodgate Roundabout to Nash Corner, Llandow.
2019-20 Scheme Type	Works
Funding required for 2019-20	£46,173.00
Funding required for lifetime of the scheme	£47,173.00
Project Manager Contact Name	Kyle Phillips
Contact Telephone	02920 673130
Contact email	kwphillips@valeofglamorgan.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services)*<i>In authorising this application you are confirming that the information given is correct to the best of your knowledge. You are also confirming that any match funding identified is in place</i>	Name: Emma Reed Job Title: Head of Neighbourhood Services & Transport Signature:

1. Scheme Description

Provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, please provide a description of the whole scheme and of the specific outputs to be delivered in this financial year.

Schemes should be developed using the Welsh Transport Appraisal Guidance (WelTAG). <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

Attach A4 location maps, project(s) drawing(s) separately. OS GB grid references must also be included. For routes, choose a central point.

B4270 Floodgate Roundabout to Nash Corner, Llandow.

Scheme proposals:

- The introduction of a speed reduction scheme comprising carriageway markings
 - The provision of approximately 2500 metres of edge of carriageway markings which will tie into a section of existing edge of carriageway markings on the southern approach, resulting in continuous edge of carriageway markings along the entire length of the corridor.
 - The inclusion of 750metres of central hatched area along the wide section of B4270, from its junction with the Vale Business Park to Siginstone Village junction. In order to reduce the lane width down to in the region 3.65 metres wide in order to provide a more uniform lane width along the entire length of the corridor. Also reducing the width of available carriageway space at both the junction of the Vale Business Park and the Llandow Race circuit where although the carriageway is wide at both locations there is an inadequate width on one of the approaches for the provision of the necessary taper length in order to facilitate a dedicated right turning lane.
 - Where there is adequate width for the provision of the necessary taper length a protected right turn lane facility will be provided into the Dyffryn Business Park access;

Length of eligible road section:3.5km

OS Grid Reference 296304 /171429

2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

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.

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

Please describe how you have followed the five ways of working in the development of your proposal.

The Five Ways of Working	
<p>Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>The B4270 is a main route between A48 although the section that is currently being considered terminates at Nash Corner. This section of the B4270 not only leads into the village of Llysworney, but also serves The Vale Business Park, Llandow Racing Circuit/South Wales Karting Club, Village of Signston, Dyfryn Business Park and a number of residential properties. Such measures will assist with the long term Active Travel needs of the local businesses and the nearby local communities. This scheme aids the wellbeing goals of being a healthier Wales and a more cohesive Wales, providing improvements for the more vulnerable road users by reducing vehicular speed along this corridor.</p>
<p>Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>The scheme comprises carriageway markings in order to reduce the width of the carriageway running lanes on the widest section of the aforementioned corridor, which is 750 metres in length, in order to compliment both the narrower northern and southern approaches. Such measures will deter vehicle overtaking on this widest section of the road and maintain reduced vehicles speeds along the entire length of the corridor.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>By providing safe infrastructure on this corridor, there will be less need for Police enforcement as the infrastructure will be self-enforcing, and less likelihood of collisions will assist the Fire Service by reducing the potential for being called out to vehicle collisions on this section of road.</p>

<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>The corridor in question was driven and examined in collaboration with the South Wales Police resulting in a joint decision on the proposed way forward and the extent of the mitigating measures. Both parties agreed that a two stage approach would be preferable. Stage one being the current proposal for the provision of carriageway markings in order to reduce the available carriageway space on the widest section of the corridor which contains a number of junctions. This is a section where frustrated motorist who's speeds are governed by the general flow of the traffic attempt irresponsible overtaking manoeuvres at excessive vehicle speed. After implementation the situation will then be the subject of a monitoring exercise by the deployment of Automatic Traffic Counters (ATC's) at various locations along the corridor, in order to obtain vehicle speeds. Based on the results of the monitoring exercise consideration may then be given to reducing the speed limit along chosen sections of the corridor, complimented by the necessary signage whether it be static or vehicle activated.</p> <p>This scheme proposal will lead into junction improvement scheme for Nash corner junction as part of the planning consent for the nearby Taylor Wimpey development at Daren Farm.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>A number of enquires have been received over a period of time from both local residents and regular users of the road with regards to excessive vehicles speed along the section of the B4270 (Floodgate Roundabout to Nash Corner corridor this corridor. The severity of the situation being highlighted when undertaking a black spot analyst exercise of the County as a whole.</p> <p>Whilst the black spot analysis considers collision data over a three year period. in order to check the extent of the problem an examination of the problems along the section of the B4270 (Floodgate Roundabout to Nash Corner corridor over a ten year period has revealed that there has been a long term problem along the corridor there having been over thirty recorded collisions eight of which were classified as serious and</p>

	<p>two are fatal in that period of time.</p> <p>It should also be noted that the corridor in question is a designated school bus route, is heavily used not only by a number of cycling groups but also motorcyclist who are travelling to the Vale Moto Training centre. A motor cycle training centre located just off the B4270.</p>
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3. Strategic Case

Current Situation and Issues				
<p>Please provide historic personal injury and damage only data for the 3 most recent years available. Local Authorities can supplement this data from local sources – please specify if this is the case. For damage only data, please specify source.</p> <p>Site, route, or area based - please specify:</p>				
Personal Injury Collisions	Personal Injury Casualties	High Risk Casualties	Vulnerable Group Casualties	Damage only collisions
Fatal: 2	Fatal: 2	<u>Motorcyclists</u>	Fatal: 0	
Serious: 2	Serious: 2	Fatal: 1	Serious: 0	
Slight: 4	Slight: 9	Serious: 1	Slight: 3	
		Slight: 1		
		<u>Young people</u>		
		Fatal:		
		Serious:		
		Slight:		

Dominant trend in collisions:	How the scheme addresses this trend:
<p>The majority of collisions occurred in the wider section of the corridor, the section that contains three junctions. Although only two of the collision could solely be attributed to speed the remaining six collisions would have been negated if vehicle speeds were further reduced.</p>	<p>The introduction of a system of carriageway markings will reduce the apparent width of available carriageway space along the entire length of the corridor in question. There being a proven relationship between carriageway width and vehicle speed. Narrowing the carriageway reduces vehicle speed.</p>

Description of how the scheme will improve community benefits particularly for those living in disadvantaged communities (to include position of community in the Welsh Index of Multiple Deprivation)
<p>A reduction in road traffic collisions will further encourage the more vulnerable road users. Changes to driving style, including smoother accelerating and decelerating will contribute to a cleaner environment with less harmful vehicle emissions.</p>
Description of engagement undertaken or required with relevant stakeholders in scheme development. Outline how the scheme improves safety for high risk and vulnerable road user groups (e.g. motorcyclists)
<p>Although there has been no engagement with the motor cycle training centre or the local cycling clubs the reduction in vehicle speeds will make this route more attractive to both groups of road users and will certainly meet with their support.</p>
Description of how the scheme will encourage active and sustainable travel
<p>The scheme has been designed to reduce vehicle speeds, deter irresponsible overtaking manoeuvres, improve the operation of the junctions, which should engender a safer environment and further encourage the more vulnerable road users.</p>

4. Transport Case

Key Benefits – outputs (quantified) and outcomes	
Estimated Collision Saving (number per annum)	Estimated Casualty Saving (number per annum)
It is envisaged that the scheme will contribute to a 25% reduction in collisions, equating to approximately 2 per year.	It is envisaged that the scheme will contribute to a 25% reduction in casualties, which equates to approximately 3 per year.

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	Neutral
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Positive
A Wales of cohesive communities	Neutral
A Wales of vibrant culture and thriving Welsh language	Neutral
A globally responsible Wales	Neutral

5. Management Case

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.

Please provide information on the design, statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion as applicable. Information on risks to delivery and mitigation measures in place or proposed must also be included.

Design – 4.5 Weeks

Procurement – 8 to 10 weeks

Construction – 2 weeks

Risks to Delivery – Weather and Temporary Traffic Management.

6. Financial Case

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

	2019-20	2020-21	2021-22	Total
Surveys	£1,000			£1,000
Design	£8,745			£8,745
Land Purchase	£0			£0
Accommodation Works	£0			£0
Construction	£32,000			£32,000
Project Management	£2,428.00			£2,428.00
Monitoring and Evaluation	£2,000	£1,000		£3,000
GROSS TOTAL	£46,173.00	£1,000		£47,173.00
<i>Match funding amount, percentage contribution and sources (insert name of organisation)</i>	£0			£0
NET TOTAL	£46,173.00	£1,000		£47,173.00

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 in terms of the contribution made to casualty reduction:

An assessment of options was undertaken to establish the most appropriate long-term solution using a first year rate of return.

The in-house design service benchmarks its actual performance with the other 21 authorities in Wales through a recognised data collection process for all schemes

valued over £25,000. The actual completed scheme benchmarking data is collected by County Surveyors' Society (Wales) Engineering Services Benchmarking Club and collated by Local Government Data Unit Wales. Over a 10 year average The Vale of Glamorgan Council has consistently been in line with or exceeded the all Wales performance. The design service will continue to benchmark all schemes for the purpose of identifying improvements.

The Design Costs are based on 9.8% with the fee for Project Management (2.30%) costs including Supervision at 3.47%, combined at 5.77% (CSS Benchmarked figures).

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

7. 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?

Under the existing Vale of Glamorgan procurement procedure through the sell2wales portal under the South East Highways framework.

8. Monitoring and Evaluation

How and when will you measure if the scheme has been successful? Please provide details of your post-delivery monitoring plan, data collection, and relevant targets:

After implementation the situation will then be the subject of a monitoring exercise by the deployment of Automatic Traffic Counters (ATC's) at various locations along the corridor in order to obtain the post implementation vehicle speeds. Based on the results of the monitoring exercise consideration may then be given to reducing the speed limit along chosen sections of the corridor complimented by the necessary signage whether it be static or vehicle activated.

Partner endorsement, where applicable

Police comments

I have consulted with Chief Inspector Fahey, Roads Policing, regarding the Road Safety Grant Bid for B4270 Floodgate Roundabout to Nash Corner, Llandow.

This location has been the subject of a joint investigation by the Police and the Vale of Glamorgan Council. It is acknowledged that this section of road is predominately straight with advanced views. The topography lends itself to high speeds. The location carries a high volume of Heavy Goods Vehicles and therefore encourages some undesirable overtaking manoeuvres by faster moving vehicles and high powered motorcycles.

It is the Police view that this proposal will deter unsafe overtaking manoeuvres and contribute to a reduction in vehicle speeds.