Agenda Item No: 13

Meeting of:	**Cabinet**
Date of Meeting:	**Thursday, 23 July 2026**
Relevant Scrutiny Committee:	Place Scrutiny Committee
Item which the Chair has decided is urgent (Part I) **(If yes, why)**	Not applicable
Urgent Decision Procedure Used (15.14 of the Constitution) **(If yes, why)**	Not applicable
Item Type	Part I
Report Title:	Waycock Cross to Cardiff Airport Active Travel Route
Portfolio Holder:	Deputy Leader and Cabinet Member for Sustainable Places
Strategic Leadership Team:	Director of Place
Lead Officer:	Major Projects Manager

1.0 What is this report about?

1.1 This report seeks to update Cabinet on the development of the Waycock Cross to Cardiff Airport Active Travel Route, outline progress to date, and seek approval for delegated powers and funding arrangements to progress delivery.

1.2 Feasibility, survey, consultation, land, safety and detailed design work have been progressively undertaken from 2020 to 2025 to inform and develop the scheme, including route options, technical surveys, stakeholder engagement, and completion of key phase designs.

1.3 Regional Transport funding is being used to complete the detailed design of a walking, wheeling and cycling route from Waycock Cross to the Airport. There is no existing footway for the majority of this route along a 40 and 50mph road that caters for over 35,000 vehicle movements daily.

1.4 The next stages of the project will focus on securing additional funding, undertaking procurement activities, and progressing land acquisition to enable delivery.

2.0 What are the Recommendations?

	Recommendations – What and How?	Reason for Recommendation – Why?
2.1	That Cabinet considers the progress made on design, statutory approvals, and preparatory work for the Waycock Cross to Cardiff Airport Active Travel Route.	To keep Cabinet informed of progress on design development, statutory approvals, and preparatory work for the Waycock Cross to Cardiff Airport Active Travel Route, ensuring transparency and oversight of this strategic infrastructure project.
2.2	That Cabinet approves delegated authority to the Director of Environment and Housing and Head of Neighbourhood Services, in consultation with the Deputy Leader and Cabinet Member for Sustainable Places, the Executive Leader and Cabinet Member for Performance and Resources, the Chief Executive, and Head of Finance / Operational Manager Financial Services to proceed with land negotiations, tender preparation, funding applications, procurement of required professional services and contractors and the evaluation and award of contracts necessary to deliver the project.	To enable timely delivery of the scheme by granting delegated authority for land negotiations, tender preparation, and funding applications. This approach avoids delays that could arise from returning to Cabinet for each operational decision.
2.3	That Cabinet endorses the submission of external funding bids to the Regional Transport Authority to secure delivery funding for the scheme.	To secure external funding opportunities from the Regional Transport Authority, reducing reliance on Council resources and supporting the Council's commitment to sustainable transport and active travel objectives.
2.4	That Cabinet approves delegated authority to the Director of Environment and Housing and Head of Neighbourhood Services to progress with a tender for construction of the scheme and to accept the preferred tender(s) following the evaluation and completion of the tender process.	To enable the timely progression of the construction tender for the scheme. This approach ensures the project can advance without delay, maintains continuity in delivery, and allows procurement activity to be managed efficiently within established operational and governance frameworks. It also supports the Council's commitment to delivering the scheme within planned timescales and budget parameters by allowing necessary decisions to be taken promptly as the project develops.
2.5	That Cabinet approves delegated authority to the Monitoring Officer/Head of Legal and Democratic Services to progress and enter into a New Engineering Contract (NEC) for the construction of the scheme, following a successful tender and contractor appointment.	To allow efficient progression to construction by delegating authority to enter into a New Engineering Contract (NEC) for the first and second phases. This ensures compliance with procurement regulations and accelerates project delivery.

	Recommendations – What and How?	Reason for Recommendation – Why?
2.6	That Cabinet approves delegated authority to the Director of Environment and Housing and Head of Neighbourhood Services, in consultation with the Deputy Leader and Cabinet Member for Sustainable Places, the Executive Leader and Cabinet Member for Performance and Resources, the Chief Executive, and Head of Finance / Operational Manager Financial Services to enter negotiations for the acquisition of land (Indicated in Appendices A-G)required for construction for the scheme, whether by financial consideration or other mutually agreed means.	To facilitate completion of the first and second phase by authorising land acquisition as detailed in Appendices A-G, ensuring that all necessary land is secured for the full implementation of the route.
2.7	That Cabinet approves delegated authority to the Monitoring Officer/Head of Legal and Democratic Services to complete all necessary legal documentation associated with the acquisition of land.	To ensure that all legal documentation required for the land acquisition is completed efficiently and in accordance with statutory, regulatory, and governance requirements. This delegation enables the necessary legal processes to progress without delay, supports timely delivery of the project, and ensures that all agreements, contracts, and associated documents are executed correctly to protect the Council's legal and financial interests.
2.8	That Cabinet acknowledges the need and endorses the use of the Compulsory Purchase Order (CPO) in the public interest, should land negotiations fail to proceed	To safeguard the public interest and project viability by endorsing the potential use of Compulsory Purchase Order (CPO) powers should negotiations fail, ensuring that the scheme can proceed without undue delay.
2.9	That Cabinet refer the report to Full Council for consideration of the use of delegated powers regarding the use of Compulsory Purchase Orders as a function of Full Council.	To comply with governance requirements by confirming that a further report will be presented to Full Council, as Cabinet does not hold delegated powers to authorise the use of CPOs. This maintains legal and constitutional integrity.

3.0 <u>What is the background to this report?</u>

3.1 The scheme comprises of a 1.7mile footway/cycleway link from Waycock Cross roundabout, Port Road, Barry to Cardiff International Airport and associated works to include crossing facilities. The scheme aims to facilitate independent walking, cycling and wheeling for everyone, including students accessing higher education or a less-experience cyclist. There is not currently a continuous pavement and means it's not currently a safe route if on foot. Students can use this route to access further education at Cardiff and Vale College and the airport. The route also has the potential to link to the Bro Tathan Enterprise Zone and Cardiff Airport which provides local employment opportunities.

3.2 This route will provide a vital connection between Rhoose (population 6,700) and Barry (population 56,500). Approximately 14,000 Vale residents commute daily into Cardiff, and while Rhoose is currently served by only one train per hour, Barry benefits from up to five services per hour. The provision of a safe and accessible cycling route will therefore enable residents of Rhoose to travel more easily to Barry, significantly improving access to more frequent public transport and enhancing overall connectivity across the Vale.

3.3 The scheme has been identified within the Active Travel Network Map (ATNM) and has undertaken full consultation and has been requested by many individuals and interest groups. The scheme has also been identified with the Council's adopted Local Development Plan and Local Transport Plan. If no action is taken a missing link on an Active Travel route connecting Cardiff and the Vale of Glamorgan with one of Welsh Governments prime assets, Cardiff International Airport, will not be provided.

3.4 The route has been designed in three phases:

Phase A – section of shared use near Holiday Inn (connecting to existing shared use on to Rhoose)

Phase B – section from Barry to Model Farm

Phase C – section from Model Farm to Holiday Inn

Phase A was constructed in FY24/25.

Detailed design has been completed for Phase B with Phase C detailed design programmed for completion in FY 2026/27. Additional surveys are ongoing to support scheme development. Land acquisition will be required prior to the commencement of construction.

3.5 Significant development work has taken place to date which includes:
FY 20/21 Ecology Surveys
Route Options Developed

FY 21/22 Baseline usage surveys undertaken
Topographical surveys
Public consultation on concept design

FY 22/23 Radar surveys and coring

FY 23/24 Land agents appointed
RSA surveys undertaken
Camera surveys to gather data of current usage by cyclists/pedestrians

FY 24/25 Detailed design of Phase B completed
Ecology Surveys
Construction of Phase A completed with S106 sustainable transport funding (Holiday Inn)

FY26/27 Remaining surveys to be undertaken
Land negotiations to progress
Detailed design of phase C to be finalised
Public consultation on detailed design

3.6 Several scheme options were considered during the initial planning phases:

- Provision of an off-road shared-use route
- An upgrade of the route through Porthkerry Park
- A segregated route
- Narrowing of highway
- An off-road segregated route
- On road cycling route

3.7 The final design is for a 6.5m wide segregated Active Travel route through the fields alongside Port Road. The final scheme design can be view in Appendix H – Scheme overview.

4.0 What issues are there to be considered?

4.1 Based on a review of permitted development rights under Part 12, Class A of the Town and Country Planning (General Permitted Development) Order, it is considered that a separate planning application will not be required for the proposed active travel route. The works are being undertaken on behalf of the Council in connection with its statutory highway functions, and the associated infrastructure is considered to fall within the scope of development permitted to local authorities. As such, the scheme can be delivered under permitted development powers, subject to detailed design remaining within the relevant limitations and conditions.

4.2 Necessary land and property consents or licences will be worked on by consultants Bruton Knowles on behalf of The Council. The Welsh Government Compulsory Purchase Order (CPO) manual has been reviewed and alongside Circular 003/2019: Compulsory Purchase in Wales and 'The Crichel Down Rules (Wales Version 2020) sets out guidance for dealing with land acquisition and the negotiations. A new clause debated in 2025 (Planning and Infrastructure Bill) reinforces that active travel routes are in the public interest for CPO purposes. Local Authorities proposing CPOs for active travel are not required to prove the route is the only or best option, just that it is reasonable and justified. If negotiations fail, a Compulsory Purchase Order process may be required to maintain project momentum and ensure funding and delivery is not put at risk.

4.3 A total of six parcels of land are to be acquired from six landowners to complete the scheme as per the agreed final design. The land acquisition cost estimates have been produced based on 2023 land values by property experts Bruton Knowles. The total of land acquisition costs are estimated to be £70,500. The land acquisition costs are to be funded from the regional transport funding awarded for FY2026/27.

4.4 There is currently no provision for pedestrians or cyclists along this stretch, which discourages walking, wheeling and cycling, and has, unfortunately, resulted in serious accidents and fatalities. Accident data from 2015 to 2025 records 33 incidents, including one pedestrian fatality, demonstrating a clear and ongoing safety risk and underlining the critical importance of this scheme.

4.5 This route is the second most requested active travel route in the Vale of Glamorgan, making it imperative that the scheme is progressed and delivered. Implementation will not only improve safety for all users but also help alleviate congestion along the corridor and provide a strategic cycling link to Cardiff Airport and the Enterprise zone. The scheme has strong stakeholder support, as demonstrated through the consultation and engagement

events that have been conducted. 88% of respondents showed strong support for the scheme, as demonstrated in the consultation report for the scheme (Consultation report - Waycock Cross to Rhoose FINAL).

4.6 Ecological and biodiversity surveys are currently being undertaken to inform the scheme design and assess any potential environmental impacts. Until these results are available, there remains some uncertainty regarding the presence of protected habitats or species. This may influence the final design, programme, mitigation requirements, and any regulatory approvals needed.

4.7 The scheme is expected to require approval from the Council's SuDS Approving Body (SAB), as it involves construction works exceeding 100m² with associated drainage implications. Early engagement with SAB officers will be underway in FY 26/27 to ensure compliance with national sustainable drainage standards and to inform the detailed design.

4.8 The scheme has been identified within the Regional Transport Development Plan as a priority for funding over the next five-year period. Funding must be applied for on an annual basis; as a result, the scheme has been progressed in phases, with feasibility work completed to date reflecting this approach. The next funding round is scheduled for September 2026, at which point it is anticipated that funding will be sought to commence construction of the scheme in 2027.

4.9 While the majority of the route is located off highway within fields, a section adjacent to the carriageway will require significant traffic management during construction. Given that this corridor provides the primary connection between Rhoose and Barry/Cardiff, as well as access to Cardiff Airport, there is a high risk of disruption. Strong communication, careful planning and sensitive management of traffic arrangements will therefore be essential. The initial proposal from the design team indicated a 10-month traffic management period; however, further work is being undertaken to identify more efficient and less disruptive delivery options.

5.0 How evidence has been used to inform the report, including the views of others?

5.1 Public consultation on the proposal was held between 11th October and 1st November 2022. The consultation report can be found here (Consultation report - Waycock Cross to Rhoose FINAL). The report summarizes strong public support for the scheme.

5.2 The scheme has been identified within the Regional Transport Development Plan as a priority for investment, reflecting its regional support and strategic importance in improving regional connectivity and supporting sustainable.

5.3 The proposed route will provide a key connection to the major employment site at Bro Tathan and the nationally significant asset of Cardiff Airport. It will support access to employment opportunities at the airport for residents, particularly addressing current connectivity challenges for shift workers who are unable to rely on public transport due to operating hours.

5.4 A new Cardiff and Vale College campus is also being developed near the airport, expected to accommodate approximately 1,000 students and staff. The route will facilitate safe walking and cycling access to this site, as well as improving links into Barry for onward public transport connections.

5.5 In addition, the route will enable improved pedestrian connections to Rhoose, with the potential for future onward links to St Athan. There is significant potential to encourage active travel from Barry to these key destinations, provided a safe and accessible route is delivered.

5.6 Cardiff Airport has consistently highlighted the importance of this scheme, having engaged with the Council on multiple occasions in recent years to seek updates on its progress, underlining its strategic value.

5.7 The scheme has been in development since 2020, with extensive feasibility work undertaken over this period, including both technical assessments and public consultation, to robustly inform its design and progression.

6.0 Next Steps

6.1 Land acquisition of six parcels of land (Appendices A-G) will be progressed to enable delivery of the scheme. Appendices A-G illustrates the full extent of the land ownership parcels in accordance with Land Registry title plans, including boundary extents and the land take required for the route. It is not anticipated that the entirety of the parcels will be required; instead, the Council's appointed land agents, Bruton Knowles, will negotiate the acquisition of only the indicated land necessary to deliver the scheme. Negotiations with landowners are anticipated to be concluded during FY 2026/27.Securing these parcels is critical to ensuring route continuity and enabling the scheme to move forward into the construction phase.

6.2 Cabinet approval is sought to enter into a New Engineering Contract (NEC) for the Waycock Cross to Cardiff Airport Active Travel Route, ensuring full compliance with the Council's Contract Procedure Rules and national procurement legislation. The NEC framework is recommended for its collaborative approach, clear risk allocation, and alignment with industry best practice for infrastructure delivery. Following a competitive procurement process, delegated authority will enable timely progression to construction while maintaining governance oversight through consultation with the Deputy Leader and Cabinet Member for Sustainable Places, the Executive Leader and Cabinet Member for Performance and Resources, the Chief Executive, and Head of Finance/S151 Officer / Operational Manager Financial Services. This decision will confirm budget provision, secure external funding alignment, and implement a robust contract management plan to monitor performance, cost control, and legal compliance throughout the project lifecycle. The procurement documentation will be prepared internally, alongside Ardal the Council's procurement Service. A construction contractor as well as NEC professional services to support contract administration will be required to be procured. This will also further support strong scheme governance and compliant delivery.

6.3 The delivery of the Waycock Cross to Cardiff Airport Active Travel Route represents a significant investment in sustainable transport infrastructure. To date, funding has been secured through Welsh Government Active Travel grants and Section 106 sustainable transport funding, to progress design, feasibility and preparatory works. Future costs will primarily relate to land acquisition, procurement, and construction. Further funding will need to be applied for through the Regional Transport Authority to progress the delivery of the scheme.

6.4 The Waycock Cross to Cardiff Airport Active Travel Route remains on track, with key milestones detailed in the delivery programme. Key Milestones are included in the

appendices (Appendix I – Milestones June 2026). These include: finalising of the Phase C detailed design work and surveys in FY 26/27, submission of the delivery phase funding bid to The Regional Transport Authority in September 2026, procurement and NEC contract award in FY 27/28; commencement of construction in FY27/28. Procurement and commencement of scheme construction is dependent on a successful funding award from The Regional Transport Authority.

6.5 The risk register in the Appendices (Appendix J – Risk Register June 2026) identifies key risks linked to these milestones, including traffic management during construction, ecological findings impacting design, procurement challenges, and funding uncertainties. Mitigation measures include early engagement with statutory bodies to expedite approvals, phased delivery to manage financial exposure, proactive submission of funding bids, and robust contract management under the NEC framework. Regular governance oversight and contingency planning will further ensure timely delivery and compliance throughout the project lifecycle.

7 How does this report support the Vale 2030 and Reshaping?

7.1 The scheme directly supports the Vale 2030 objective of creating a more sustainable and connected Vale, by delivering high-quality active travel infrastructure that reduces reliance on private vehicles and promotes healthier, low-carbon travel choices. It contributes to improving air quality, reducing congestion, and supporting the Council's response to the climate emergency.

7.2 The route enhances access to employment, education and key services, aligning with the Council's ambition to support strong, inclusive communities. By improving connectivity to Cardiff Airport, Bro Tathan Enterprise Zone, and the new Cardiff and Vale College campus, the scheme helps remove barriers to opportunity, particularly for those without access to a car.

7.3 The project also supports placemaking and economic growth priorities by strengthening links between Barry and strategic regional assets. This investment in infrastructure will help attract and sustain employment, support local businesses, and improve the overall quality of life for residents.

8 How does this support the Five Ways of Working?

8.1 Long-term: The scheme represents a long-term investment in sustainable transport infrastructure, addressing existing gaps in the active travel network and supporting future growth, including new education and employment sites.

8.2 Prevention: By providing a safe alternative to walking and cycling along a high-speed corridor, the scheme aims to reduce road traffic collisions and improve public health outcomes by encouraging active lifestyles.

8.3 Integration: The project aligns with national, regional and local strategies, including the Active Travel Network Map, Local Transport Plan, and Regional Transport Development Plan, ensuring a coordinated approach to transport and land use planning.

8.4 Collaboration: The scheme has been developed through collaboration with internal departments, Welsh Government, regional partners, land agents, and key stakeholders such as Cardiff Airport, as well as engagement with the public through consultation.

8.5 Involvement: Public consultation has been undertaken and demonstrated strong support for the scheme. Ongoing engagement with stakeholders and landowners will continue throughout the delivery phase to ensure the scheme reflects local needs and priorities.

Resources

9 Finance

9.1 Funding to date has been secured through Welsh Government Active Travel grant and Section 106 sustainable transport funding, with further bids planned for Regional Transport funding to support construction phases. Land acquisition costs have been estimated by Bruton Knowles and will also be funded through Welsh Government Regional Transport Funding. Surveys, all preparatory work and Bruton Knowles have been funded to date via Welsh Government Active Travel Core Funding. Cabinet approval will allow for future funding bids and enable timely progression to procurement and construction.

9.2 An indicative funding bid will be prepared and submitted to the Regional Transport Committee for the full scheme cost in September 2026. A decision on this application is anticipated late in the 2026/27 financial; year, which will be critical in securing resources for the next delivery phase.

9.3 Detailed cost estimates, including expenditure to date and projected scheme costs, are provided, alongside funding strategies to minimise reliance on Council resources and ensure value for money.

9.4 The total estimated cost of the scheme is £4,000,000. The Bill of Quantities will be refined following the completion of outstanding surveys and final detailed design work during 2026/27.

9.4 £150,846.63 Welsh Government Core Active Travel funding was spent between financial year 2020/21 to financial year 2025/26 on developing the scheme. £110,000 Regional Transport funding has been awarded in financial year 2026/27 to complete detailed design to get it construction ready for financial year 2027/28.

9.5 Funding to date has been allocated as follows:

Funding Year	Cost detail	Amount spent (£)
FY 2020/21	Ecology Surveys Route Options Developed	65,600.00
FY 2021/22	Baseline usage surveys undertaken Topographical surveys	19,498.00
FY 2022/23	Radar surveys and coring	13,423.72
FY 2023/24	RSA surveys undertaken Camera surveys Bruton Knowles	9,787.22

FY 2024/25	Detailed design and construction of Phase A (Holiday Inn) Ecology Surveys Detailed design of Phase C	130,000 S106 sustainable transport 98,015.13 AT core
FY 2025/26	Remaining surveys Bruton Knowles Land negotiations Detailed design of phase B	18,552.70

10 Workforce

10.1 Internal officer resources are supporting the development and delivery of the project. To date, the scheme has been managed within the Neighbourhood Services area who have led on the feasibility and design. As the project transitions into the delivery phase, day-to-day management will be undertaken by the Council's Project Management Unit, working alongside Neighbourhood Services. Project team meetings will be held on a four-weekly basis, with input from relevant Council officers and specialist advisors as required. In addition, advice will be sought from the Council's Legal and Finance teams where necessary.

10.2 Additional specialist support will be procured as required, subject to the availability of grant funding. In FY 2023/24, the Council appointed land agents, Bruton Knowles, to lead on land acquisition negotiations and to secure the necessary licences for survey works.

10.3 A procurement exercise will be undertaken for the construction phase to ensure that suitably qualified contractors are appointed to deliver the project including a NEC Supervisor and Project Manager as part of the necessary project governance.

10.4 If the Compulsory Purchase Order (CPO) authority is granted and the process is invoked, it is likely that external legal services will be sought due to the complexity and time involved in the process.

11 Legal

11.1 **Does an Equalities Impact Assessment need to be completed? If not, why?** Equality considerations have been embedded in the design process to ensure accessibility for all users, consistent with the Equality Act 2010. An Equalities Impact Assessment was initiated in 2022 with a full assessment to be completed in FY26/27.

11.2 The project must comply with planning and SAB statutory approvals, procurement legislation, and the Council's Contract Procedure Rules.

11.3 Delegated authority is sought to enter into an NEC contract and to negotiate land acquisition, including the potential use of Compulsory Purchase Orders (CPO) in the public interest should negotiations fail. Welsh Government guidance on land acquisition has been reviewed, and while best practice often recommends a "twin-track" approach (pursuing voluntary negotiations alongside preparing a CPO case) this will not be adopted due to the complexity and resource implications of managing both processes in parallel. Instead,

subject to Cabinet approval, the Council will engage landowners through voluntary negotiations with the aim of reaching amicable agreements. However, to maintain project momentum and mitigate delivery risks, a CPO process will be initiated if negotiations are unsuccessful. Adequate time will be allowed for negotiations before commencing any formal CPO proceedings, ensuring fairness and transparency throughout.

12 Key Contacts

12.1 Who are the primary officers to contact with any comments and/or queries on the report?

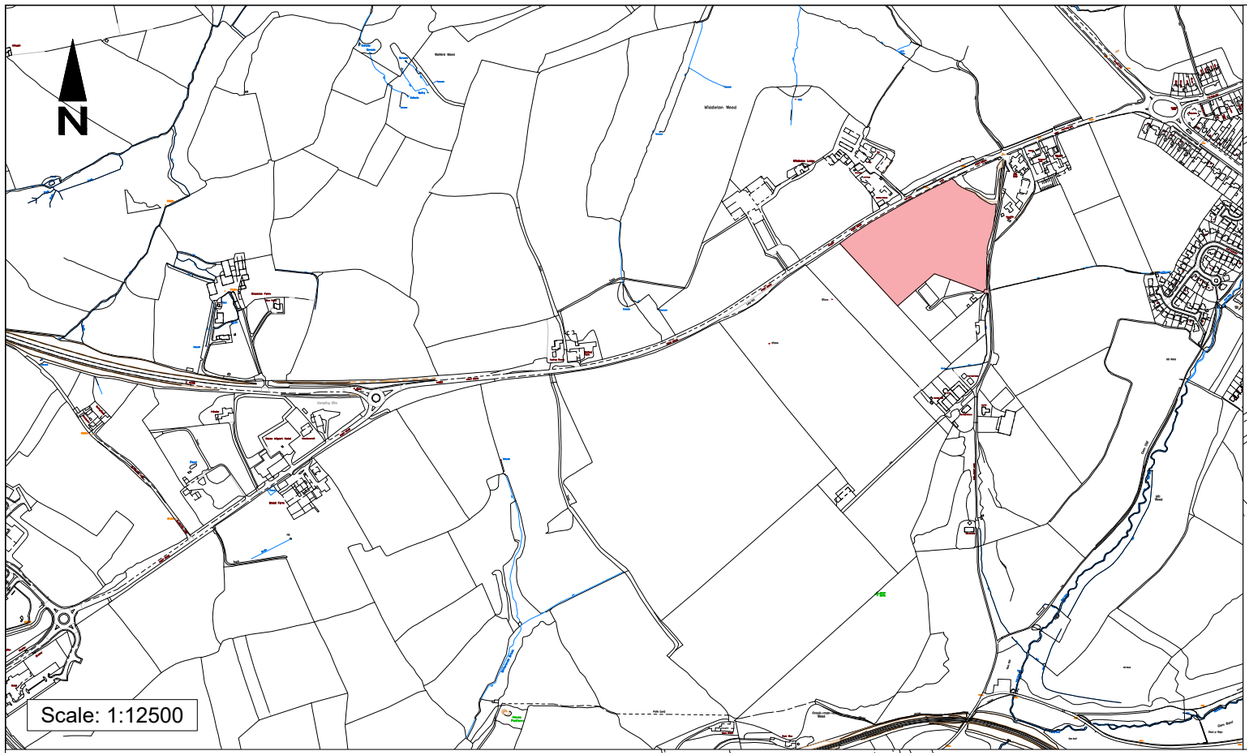
Lead Officer: Natasha Davies Major Projects Manager natdavies@valeofglamorgan.gov.uk	Democratic Services Officer Matt Swindell Cabinet and Committee Services Officer. mlswindell@valeofglamorgan.gov.uk

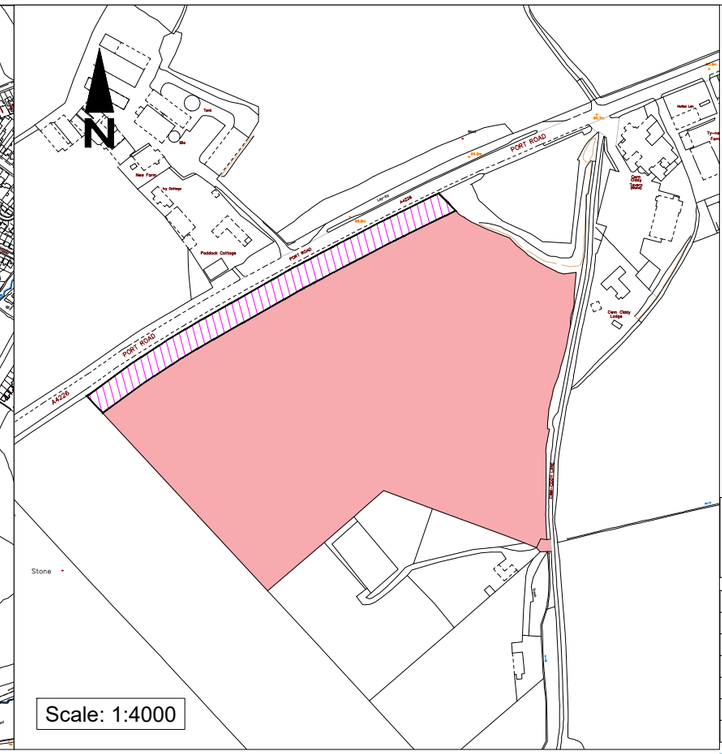
Appendices

Appendix A – G – land parcels
Appendix H – Scheme overview
Appendix I – Milestones
Appendix J – Risk Register

Background Documents

Consultation report - Waycock Cross to Rhoose FINAL
Local_Transport_Plan
Cardiff Capital Region Transport Plan for South East Wales
Active Travel Network Map





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Existing Boundary

Proposed Boundary

Area of Land Required Approx: 3979m2

Landowner: WA776338

Drawing Status

FOR COMMENT ONLY

Rev	By	Description of Amendment	Chk by	Date
		Revisions		

VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client

The Vale of Glamorgan Council

Project

WAYCOCK CROSS TO CARDIFF AIRPORT CYCLEWAY

Drawing Title

PROPOSED LAND PURCHASE

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Date 18/09/2023			
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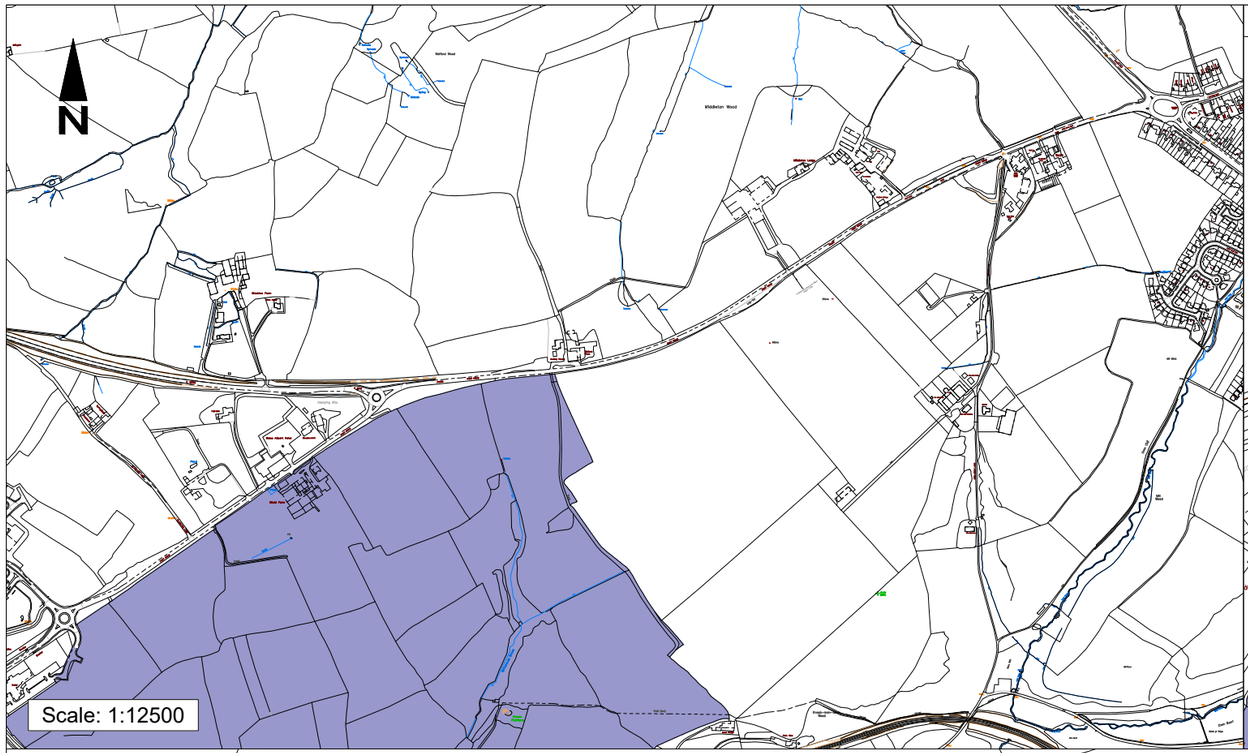
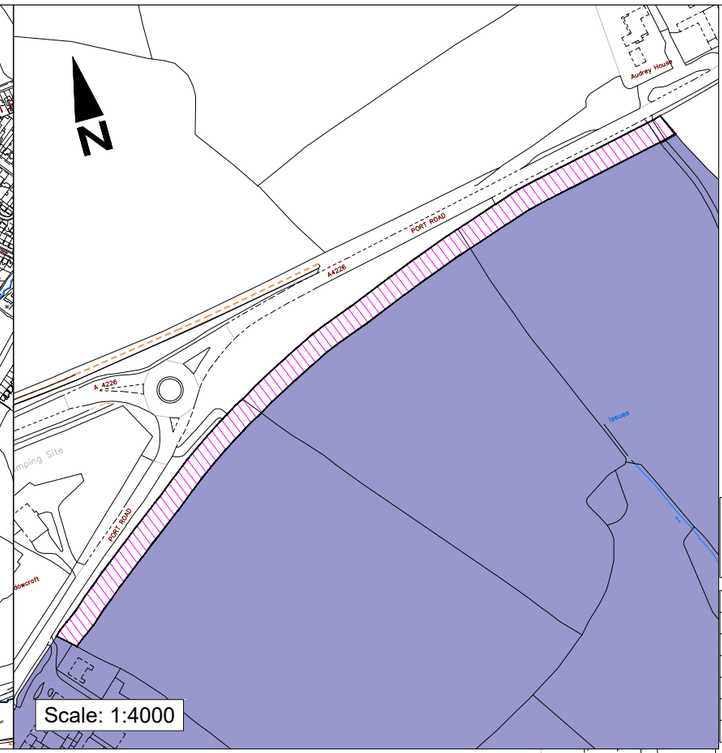
Date	Window		





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Existing Boundary

Proposed Boundary

Area of Land Required Approx: 7868m2

Landowner: WA883579 & CYM1695

Drawing Status

FOR COMMENT ONLY

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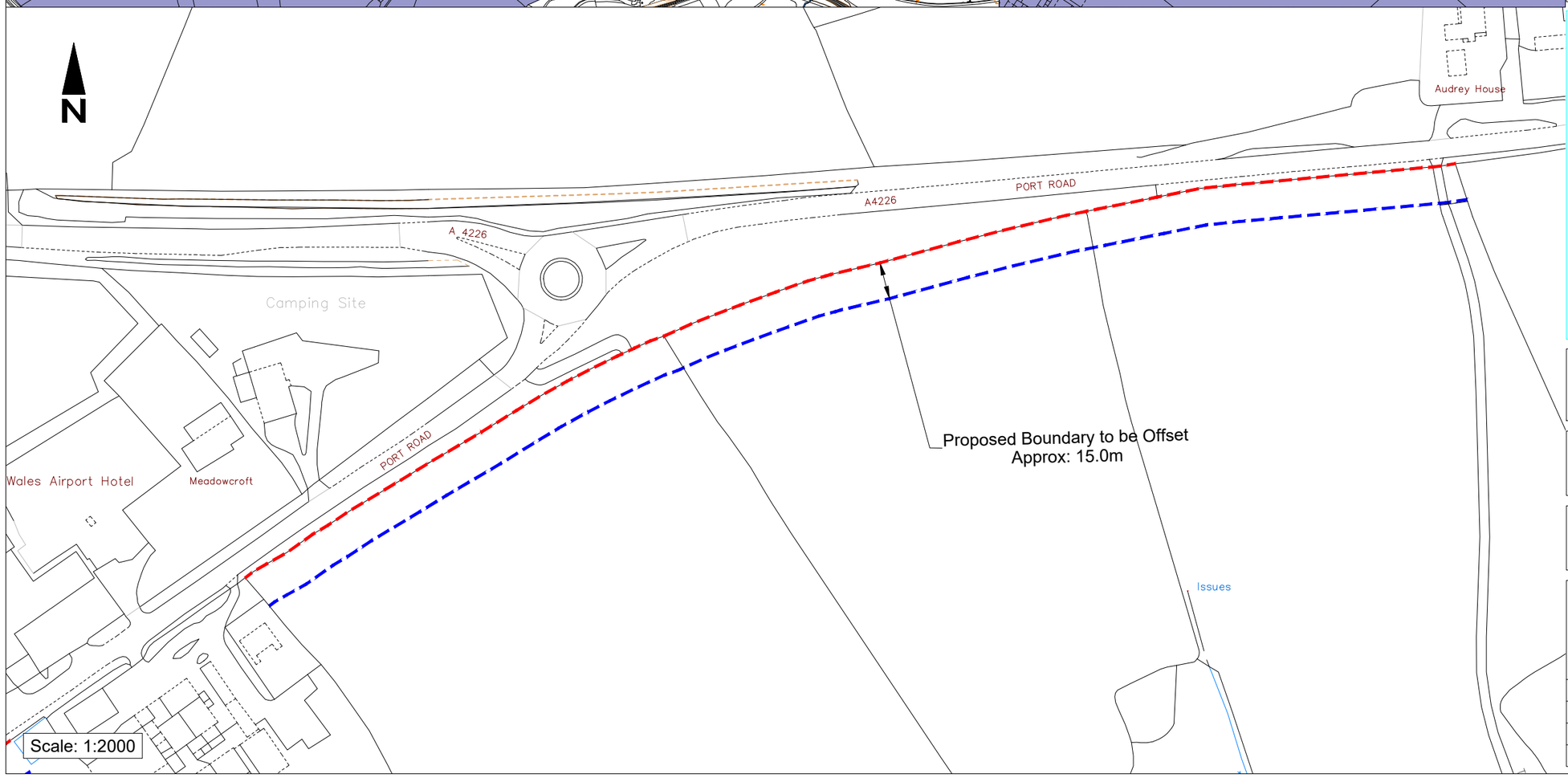
Revisions



VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client

The Vale of Glamorgan Council

Project

WAYCOCK CROSS TO CARDIFF AIRPORT CYCLEWAY

Drawing Title

PROPOSED LAND PURCHASE
Section 1 of 2

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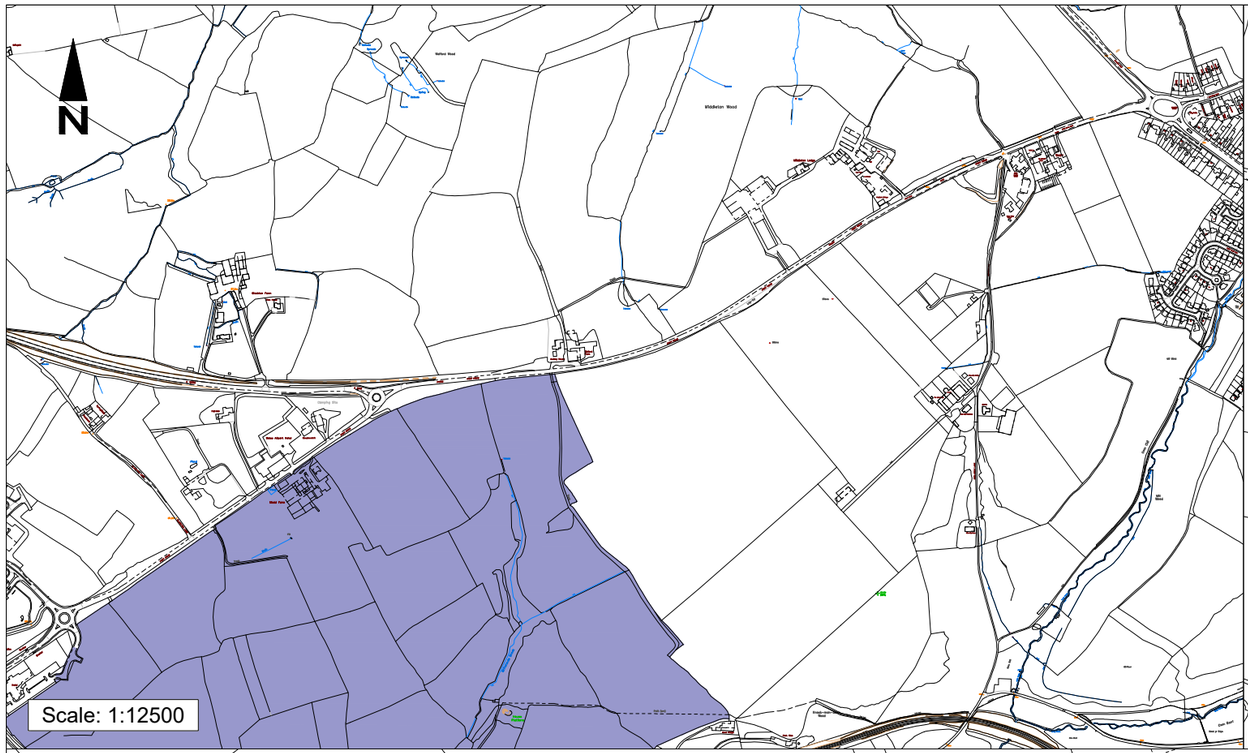

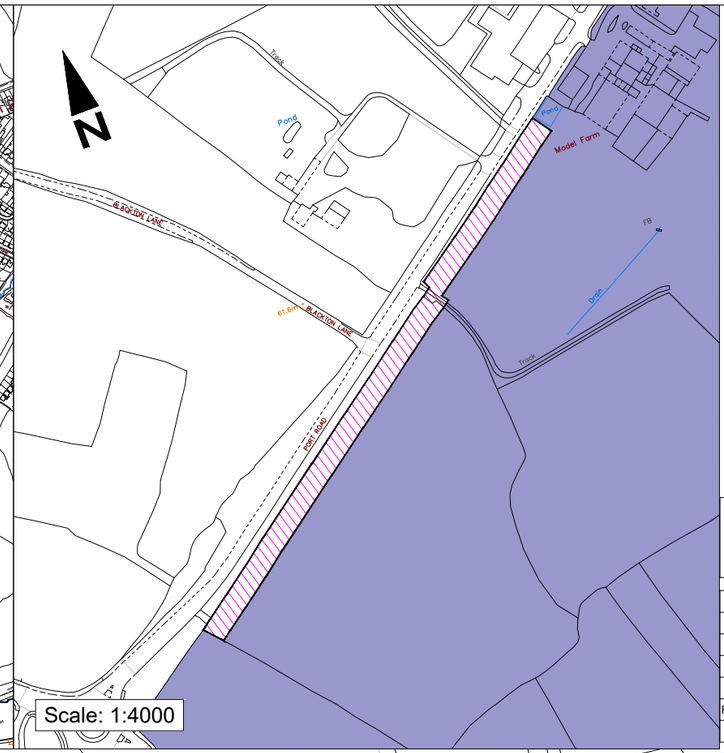

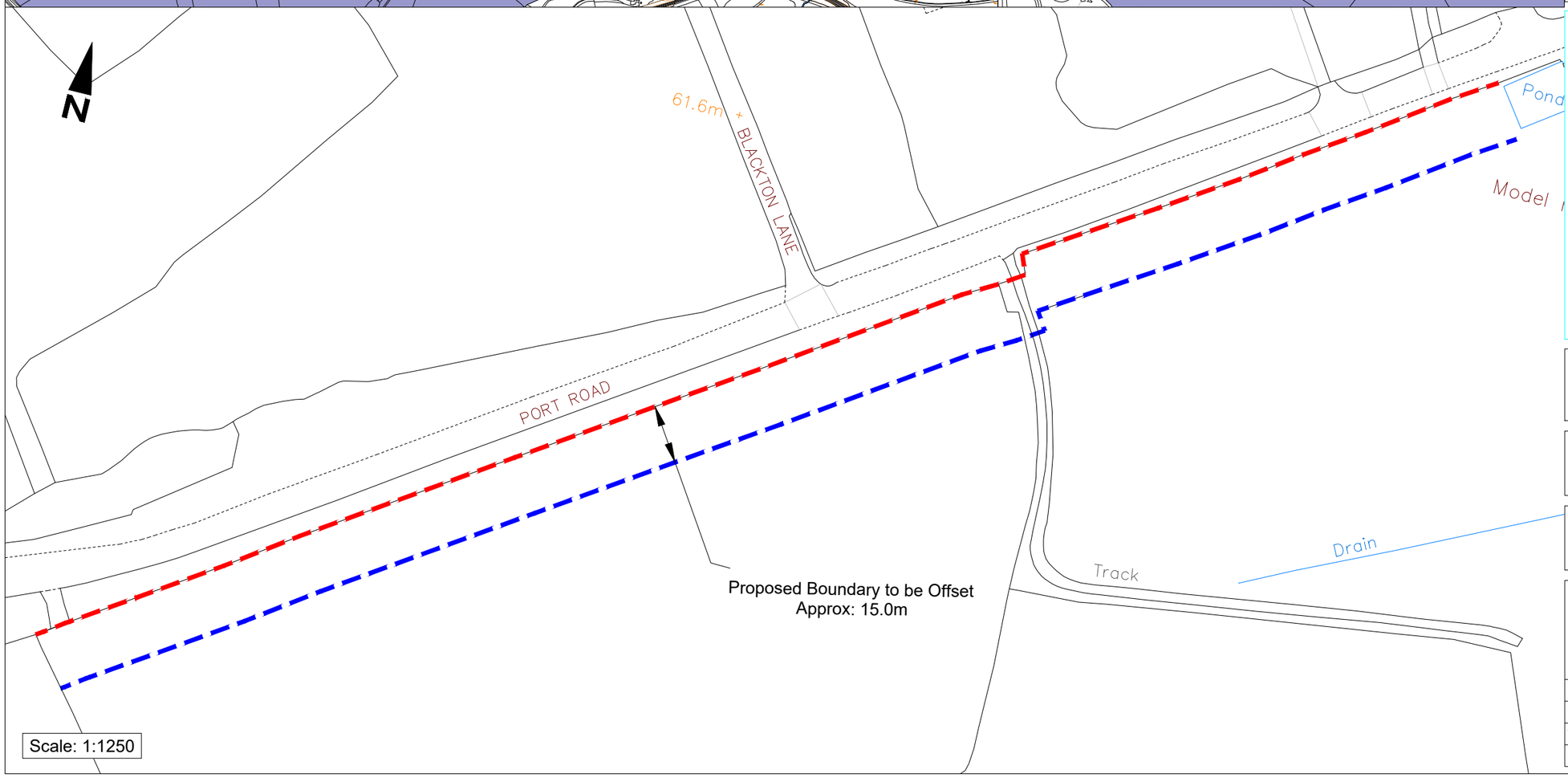

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Existing Boundary

Proposed Boundary

Area of Land Required Approx: 5937m2

Landowner: WA883579 & CYM1695

Drawing Status

FOR COMMENT ONLY

Rev	By	Description of Amendment	Chk by	Date
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Revisions

VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client

The Vale of Glamorgan Council

Project

WAYCOCK CROSS TO CARDIFF AIRPORT CYCLEWAY

Drawing Title

PROPOSED LAND PURCHASE
Section 2 of 2

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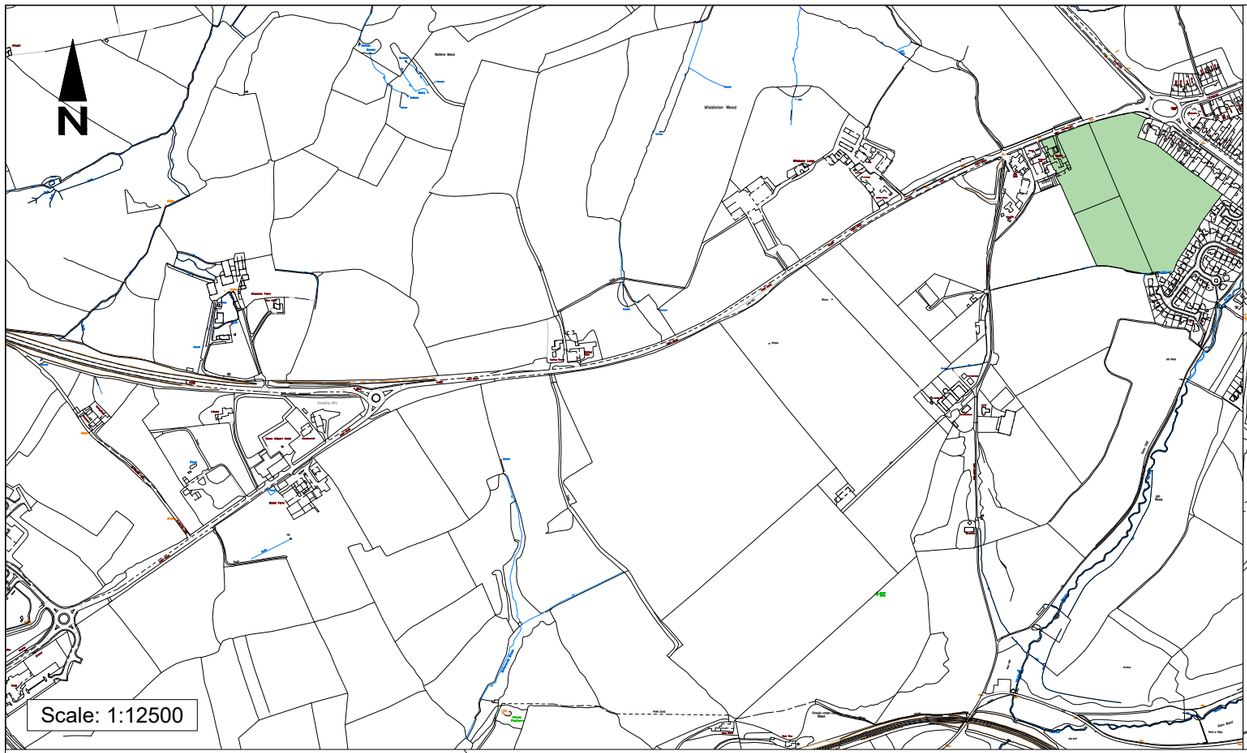
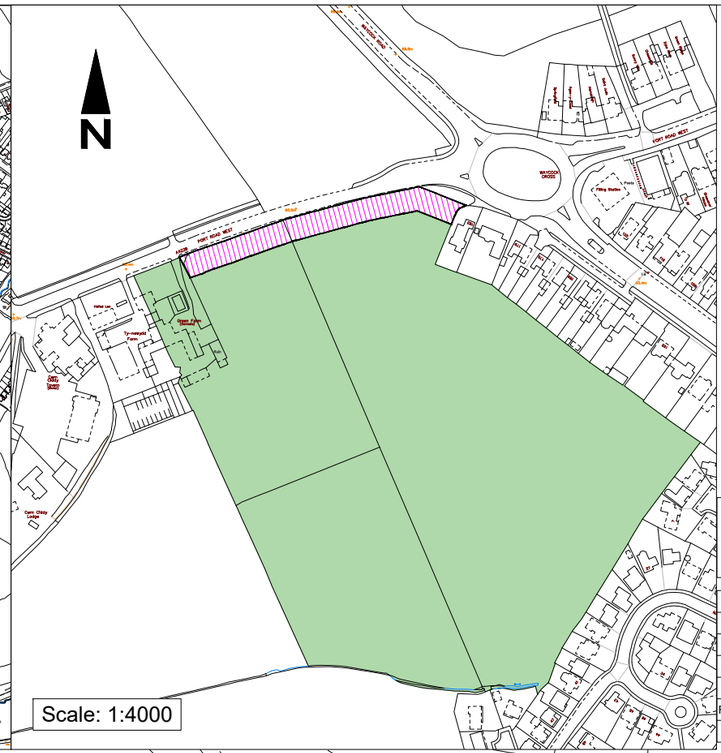
Date	Window		Rev -





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Existing Boundary

Proposed Boundary

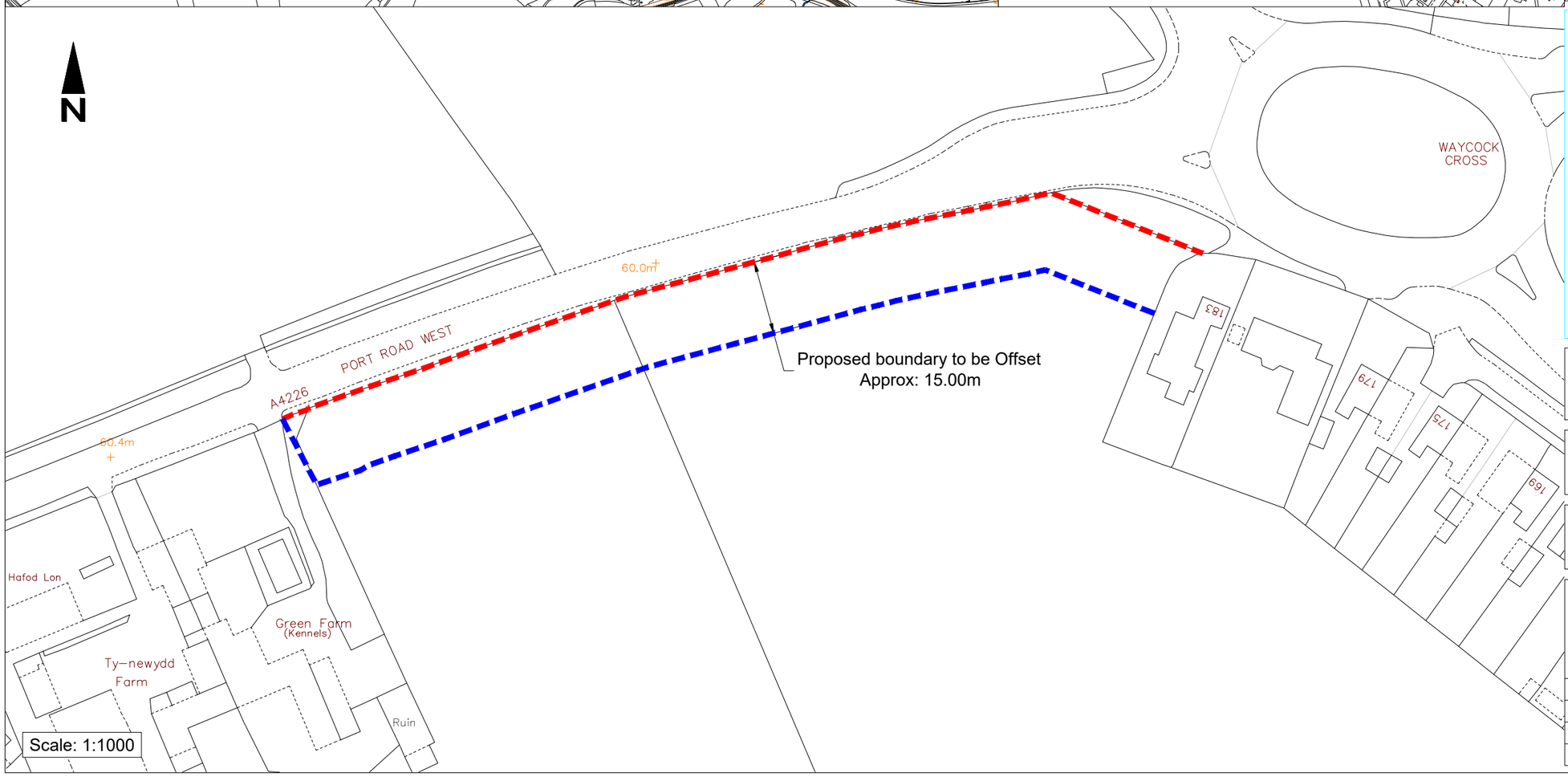
Area of Land Required Approx.2809m2

Landowner: CYM388523

Drawing Status

FOR COMMENT ONLY

Rev	By	Description of Amendment	Chk by	Date
-				
		Revisions		



VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client

The Vale of Glamorgan Council

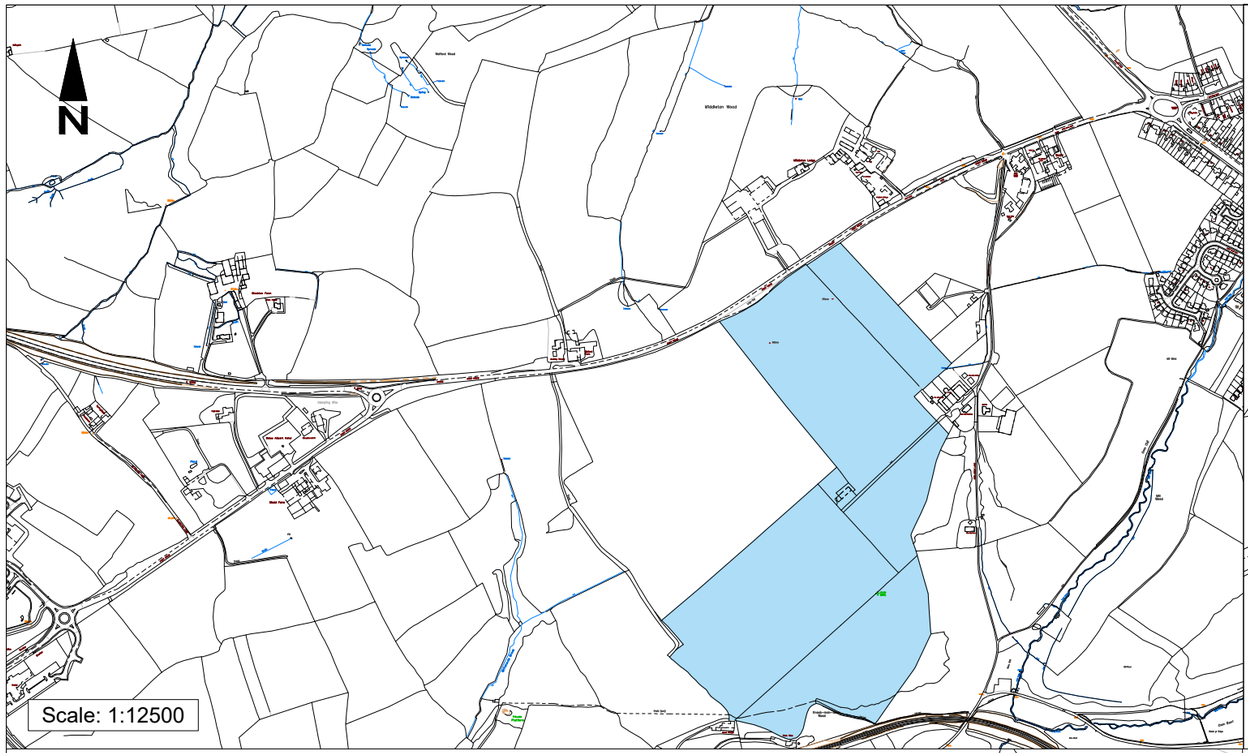
Project

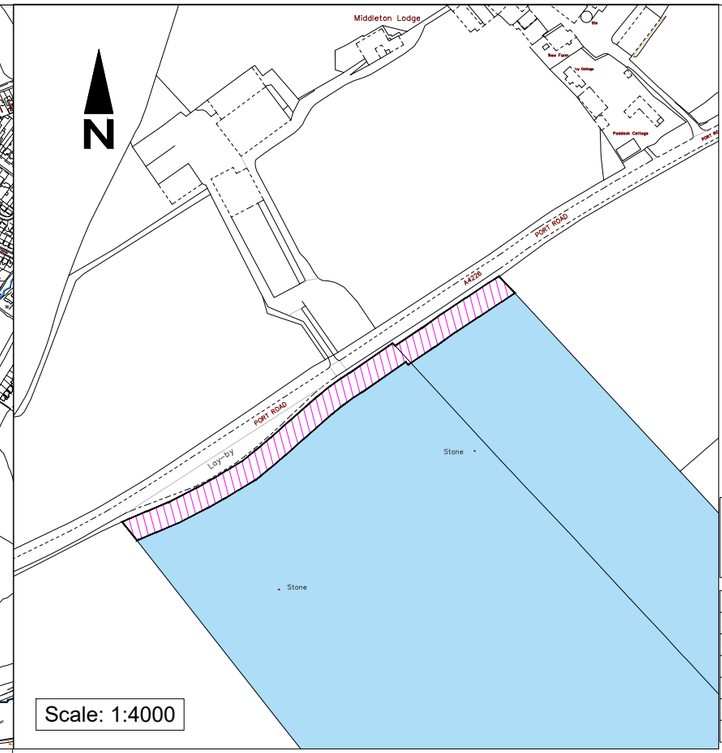
WAYCOCK CROSS TO CARDIFF AIRPORT CYCLEWAY

Drawing Title

PROPOSED LAND PURCHASE

Drawn JB	Scale As Stated	Project No. 2253	Drawing No. HP/01/353
Date 18/09/2023			
Checked	File		
Date	Window		Rev -





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Existing Boundary

Proposed Boundary

Area of Land Required Approx:4428m2

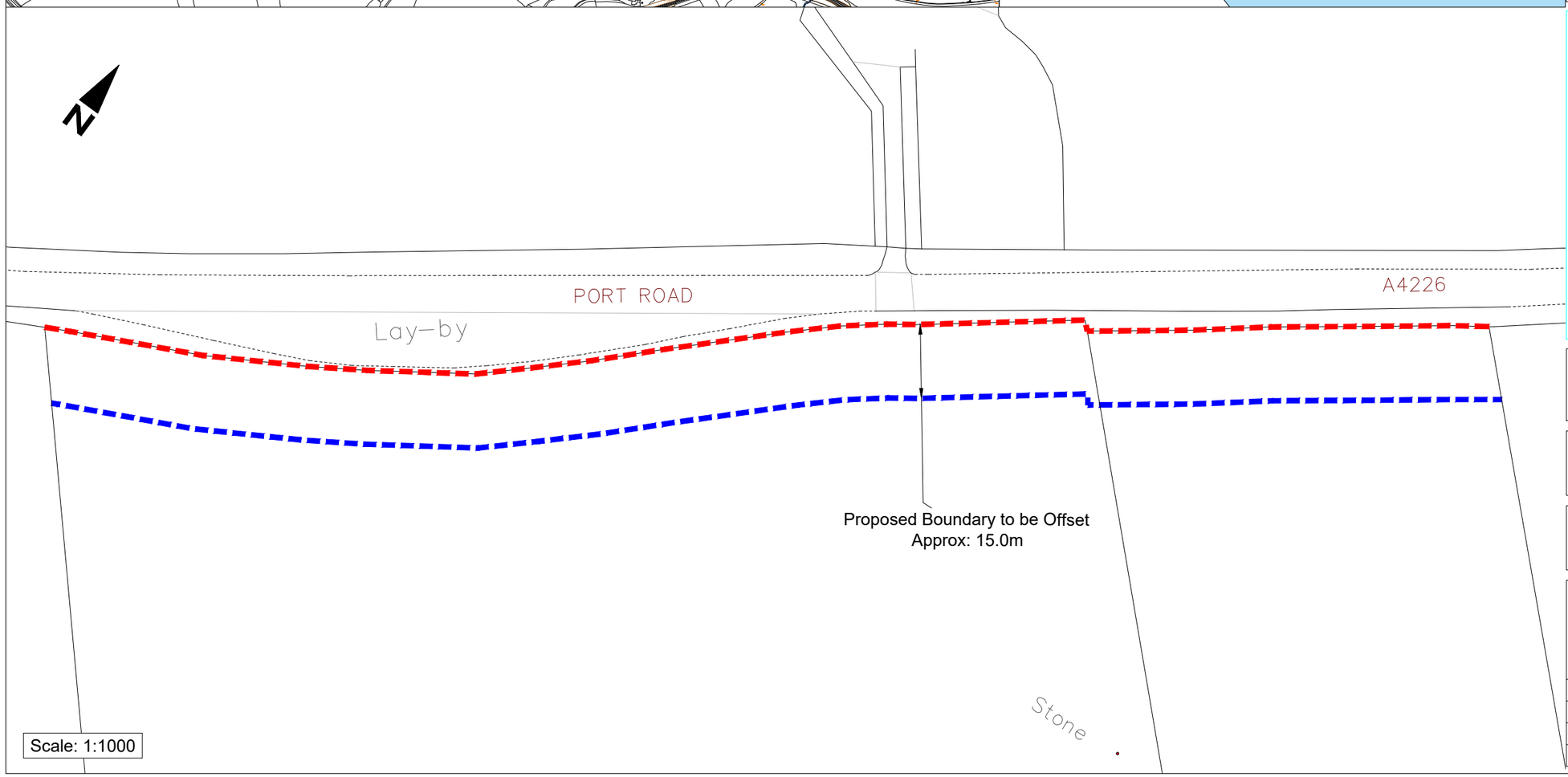
Landowner: WA65166 & WA838572

Drawing Status

FOR COMMENT ONLY

Rev	By	Description of Amendment	Chk by	Date
-				

Revisions



VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client

The Vale of Glamorgan Council

Project

WAYCOCK CROSS TO CARDIFF AIRPORT CYCLEWAY

Drawing Title

PROPOSED LAND PURCHASE

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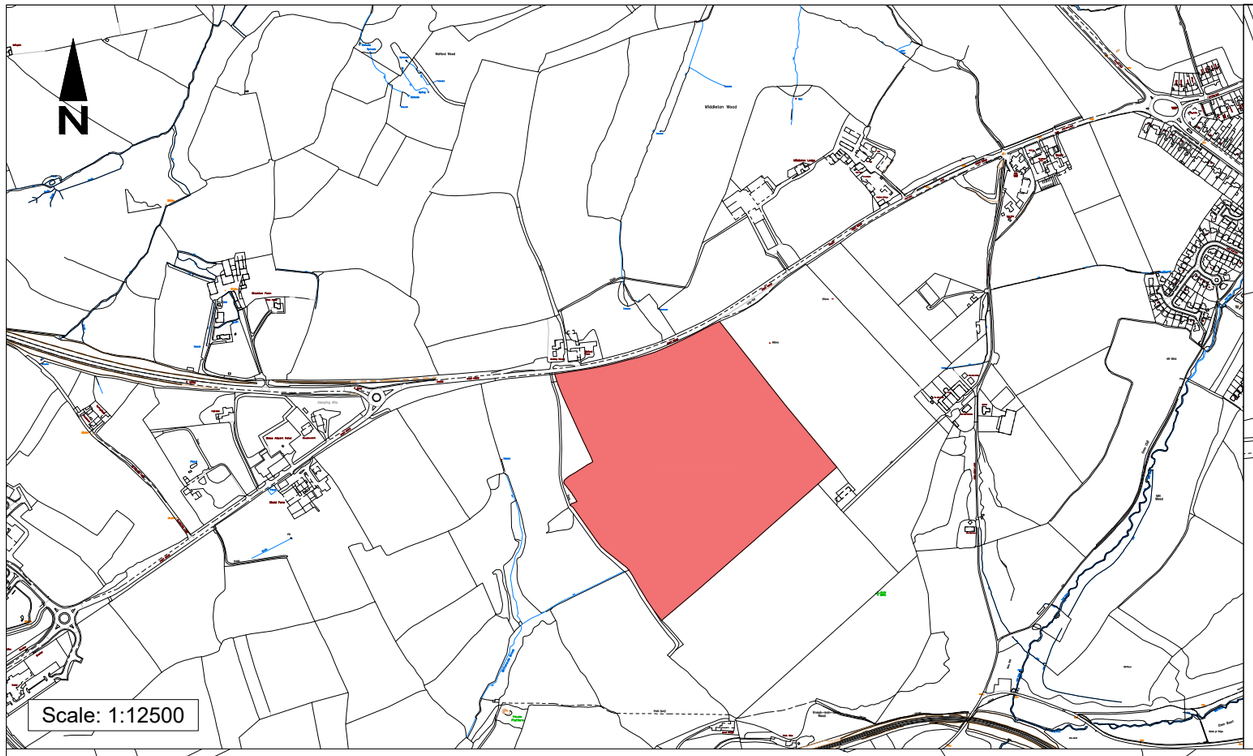
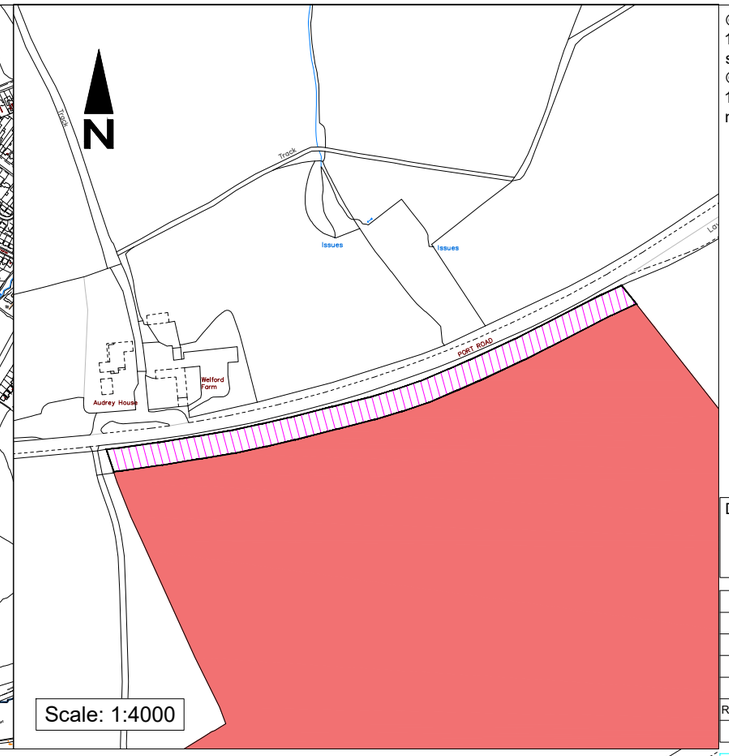
Date 18/09/2023			
Checked	File		
Date	Window		Rev -





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Existing Boundary

Proposed Boundary

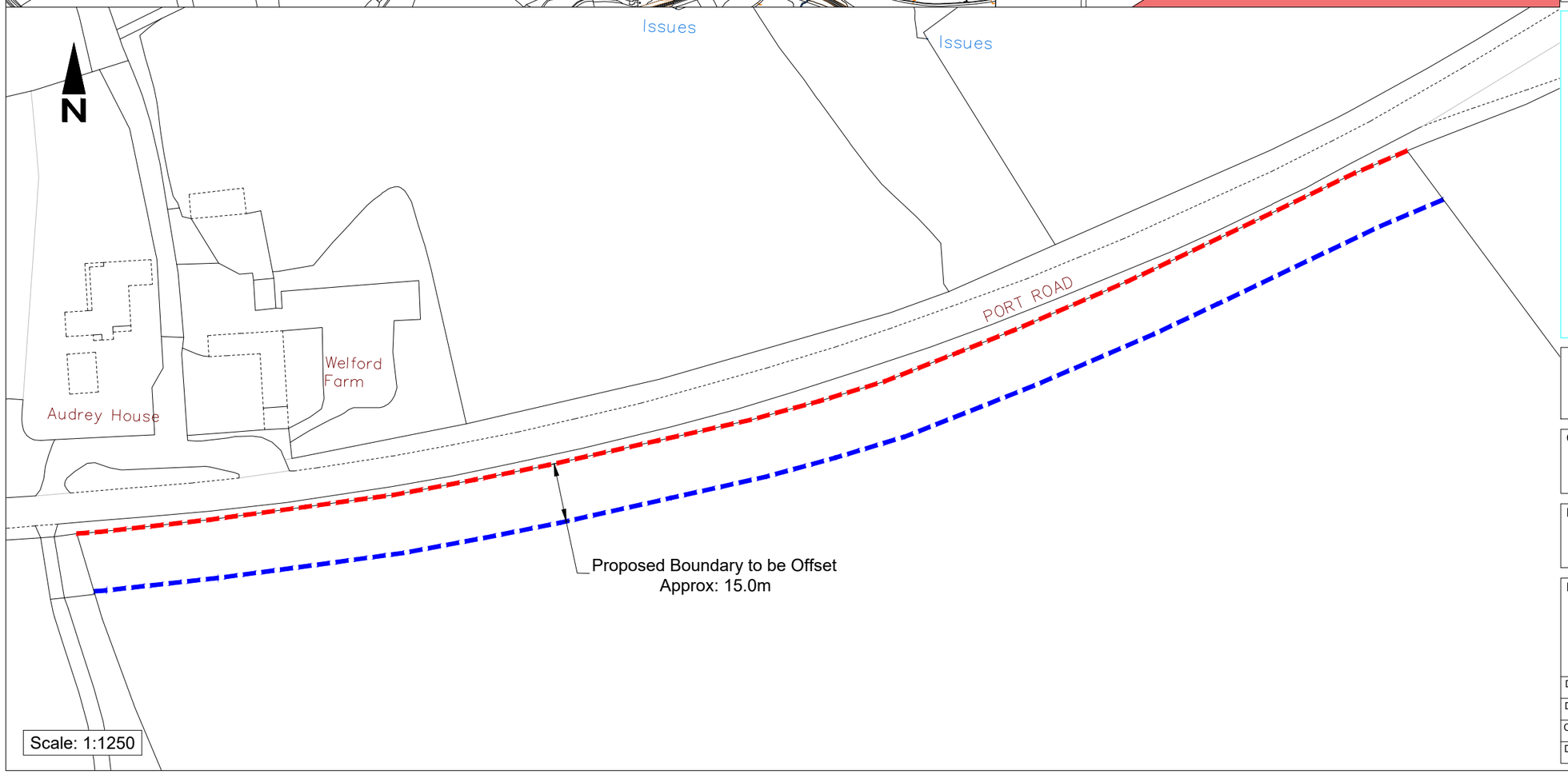
Area of Land Required Approx: 5372m2

Landowner: WA247250 & WA250156

Drawing Status

FOR COMMENT ONLY

Rev	By	Description of Amendment	Chk by	Date
-				
		Revisions		



VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client

The Vale of Glamorgan Council

Project

WAYCOCK CROSS TO CARDIFF AIRPORT CYCLEWAY

Drawing Title

PROPOSED LAND PURCHASE

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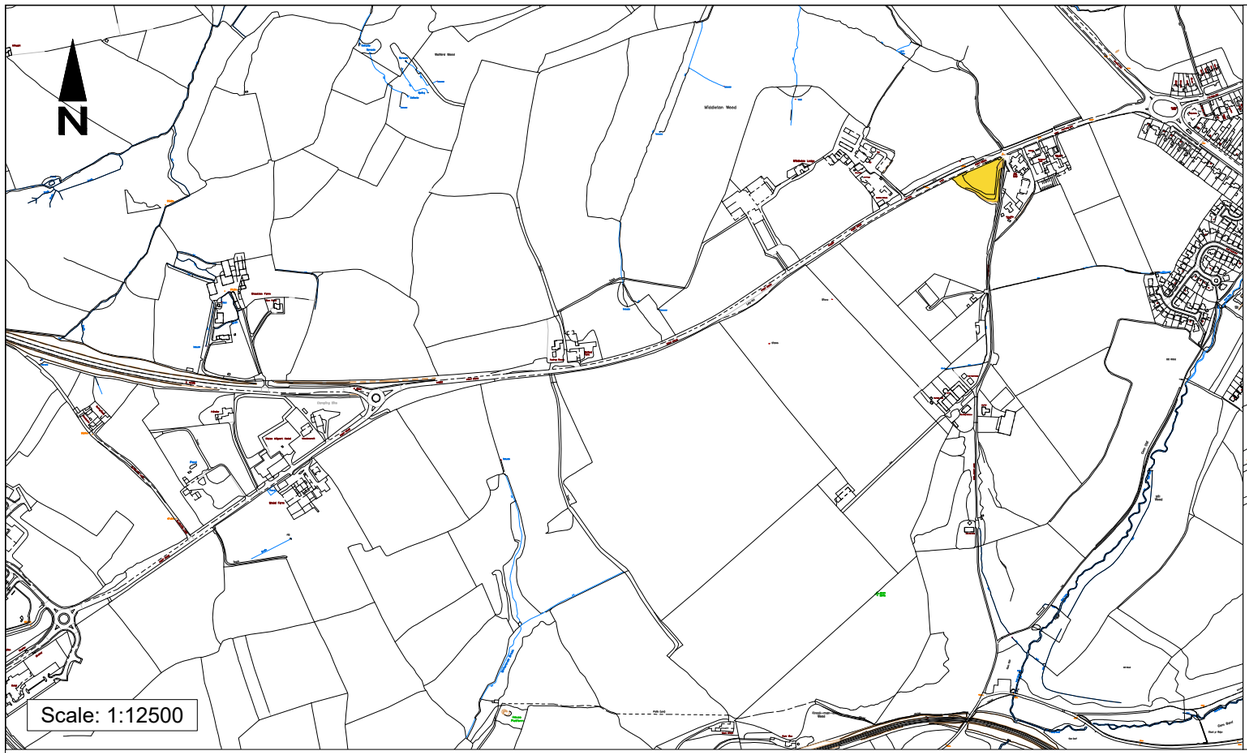
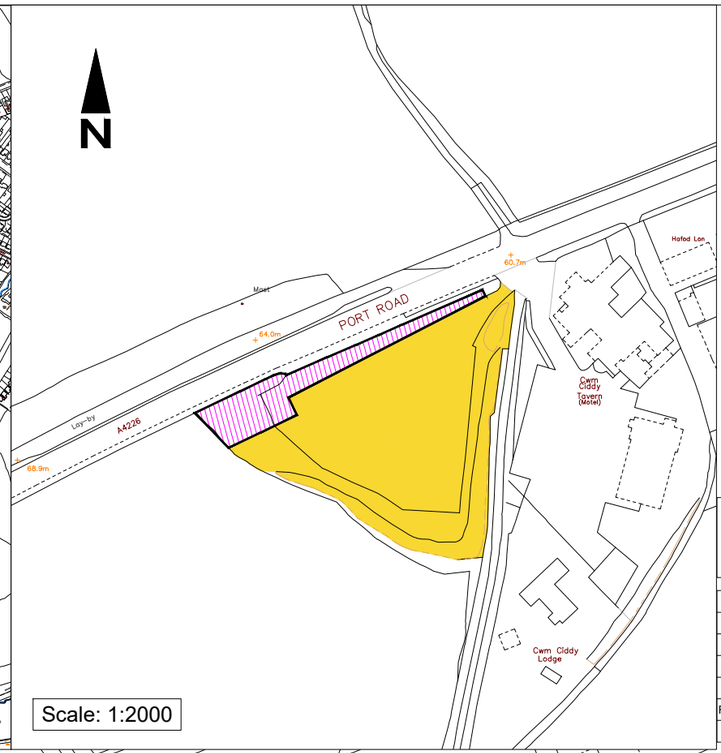
Date 18/09/2023	As Stated	2253	HP/01/357
Checked	File		
Date	Window		Rev -





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Existing Boundary

Proposed Boundary

Area of Land Required Approx: 747m2

Landowner: WA284211

Drawing Status

FOR COMMENT ONLY

Rev	By	Description of Amendment	Chk by	Date
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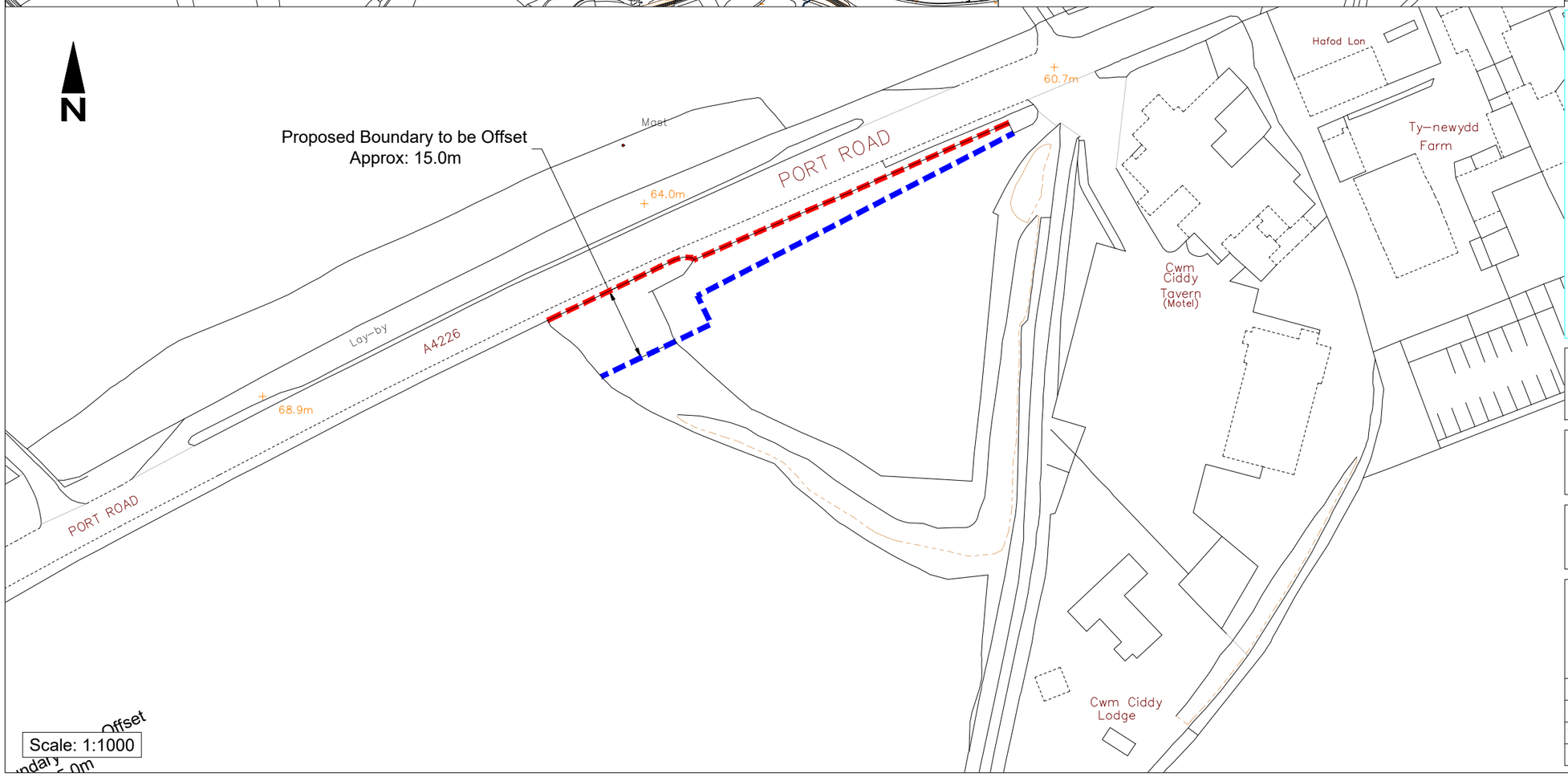
Revisions



VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director: Miles Punter

BRO MORGANNWG

ENGINEERING

Client

The Vale of Glamorgan Council

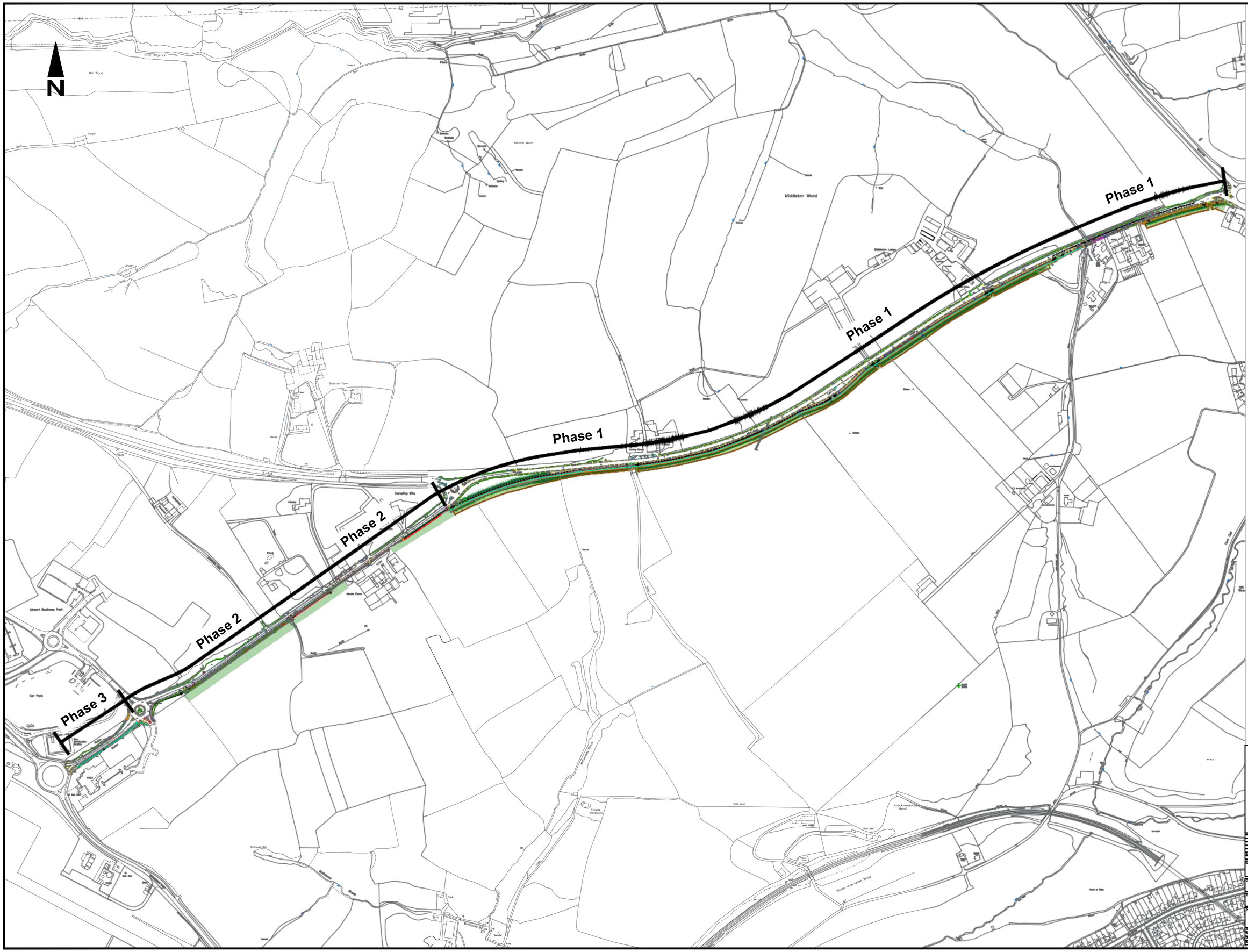
Project

WAYCOCK CROSS TO CARDIFF AIRPORT CYCLEWAY

Drawing Title

PROPOSED LAND PURCHASE

Drawn JB	Scale	Project No.	Drawing No.
Date 18/09/2023	As Stated	2253	HP/01/354
Checked	File		
Date	Window		Rev -



PHASE 1 - Detail Design Completed.

PHASE 2 - Concept Design Only.

PHASE 3 - Construction completed.

~~Highway Construction and Design~~
Cyngor Bro Morgannwg, Yr Alpau, Gwenfo, CF5 6AA
Vale of Glamorgan Council, The Alps, Wenvoe, CF5 6AA

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VALE of GLAMORGAN
BRO MORGANNWG

No.	By	Description of amendment	Ch'k	App'd
		Revisions		

Drawing Status: **FOR COMMENT**

Client: VALE of GLAMORGAN COUNCIL

Project: WAYCOCK CROSS TO CARDIFF WALES AIRPORT

Drawing Title: Proposed Active Travel Route along Southern Side OVERVIEW

Drawn	IB	Scale	A1	Project No.	Drawing No.
Checked		1:500		2253	HD/01/465
Approved		Rev			
Date					

Milestone	Target Date
Surveys & Design	2026/27
Finalise any outstanding surveys (ecology, drainage, utilities)	
Complete detailed design (Phase C)	
Submit Regional Transport funding bid (Sept 2026)	
Funding Bid	2026/27
Secure funding approval for delivery phase	
Update Bill of Quantities and cost plan	
Land Negotiation & Acquisition	2026/27
Continue landowner negotiations (all parcels)	
Initiate CPO process (if required)	
Land Acquisition	
Procurement	2027/28
Issue tender (NEC contract)	
Appoint NEC supervisor & Project Manager	
Construction	2027/28
Mobilisation and site setup	
Implement phased construction approach:	
Off-highway sections first (fields)	
Carriageway-adjacent sections (with managed TM)	
Ongoing stakeholder communications.	

Ref	Risk	Likelihood	Impact	Score	RAG	Risk Owner	Mitigation
R1	Failure to secure Regional Transport Funding	3	5	15	Red	Client Team	Early engagement with RTA; submit robust Sept 2026 bid; align with RTDP priorities
R2	Land acquisition delays/ Negotiations fail	4	5	20	Red	Client Team & Project Manager	Early engagement via Bruton Knowles; clear valuation strategy; prepare CPO fallback
R3	The requirement for CPO would delay the programme	3	5	15	Red	Project Manager	Allow programme contingency; early legal input; pursue negotiated settlement first
R4	Land take changes	3	4	12	Amber	Project Manager & land agents	Fix land requirements early; flexible design; allow for amendments
R5	Ecology redesign	3	4	12	Amber	Technical Team	Complete surveys early; consult ecologist; build mitigation into design
R6	SAB requirements	3	4	12	Amber	Technical Team	Early SAB engagement; integrate SuDS into design; pre-application discussions
R7	Planning required unexpectedly	2	4	8	Amber	Project Manager	Confirm PD position early; maintain contingency for application
R9	Cost inflation and outdate BOQ	4	4	16	Red	Technical Team & Project Manager	Update BoQ FY26/27; include contingency; market testing
R10	Utilities unknown increasing costs	3	4	12	Amber	Technical Team	Updated utility searches; trial holes; allowances in budget
R11	Land cost exceeds estimates	3	4	12	Amber	Project Manager & land agents	Independent valuation; negotiation strategy; contingency
R12	Traffic management causing disruption and public concern	4	5	20	Red	Technical Team & contractor	Phased works; minimise duration; proactive comms plan; alternative methodology
R13	Ground/utility programme delays due to unforeseen conditions	3	4	12	Amber	Technical Team & Project Manager	Surveys completed; contingency in programme; NEC risk management
R14	Procurement delays/ contractor availability	3	4	12	Amber	Project Manager	Early tender preparation; clear specification; use NEC framework
R15	Weather impacts	2	3	6	Green	Project Manager	Programme contingency; seasonal planning
R16	Biodiversity constraints	3	4	12	Amber	Technical Team & Project Manager	Ecological mitigation; timing restrictions; design adaptation
R17	Public opposition	3	4	12	Amber	Client Team & Project Manager	Stakeholder engagement; communications plan; clear benefits messaging
R18	Reputation (airport access)	3	5	15	Red	Client Team & Project Manager	Close stakeholder liaison (Airport/TfW); minimise disruption

KEY
RAG thresholds applied

Score	Rating	Meaning
15–25	Red	High risk – requires active management and senior oversight
8–14	Amber	Medium risk – monitor and mitigate
1–7	Green	Low risk – manage through normal processes

High Impact (4–5) applied where:

Risk could **delay construction or funding** (e.g. funding failure, land acquisition)
Risk could have **reputational impact** (Airport access, public disruption)
Risk could significantly affect **cost or deliverability**

High Likelihood (4–5) applied where:

Evidence already exists indicating concern (e.g. traffic management)
Known challenges in similar schemes (land, inflation, utilities)