**WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2021-22**

**APPLICATION FORM**

**LOCAL TRANSPORT FUND, RESILIENT ROADS FUND AND ULTRA LOW EMISSION VEHICLE TRANSFORMATION FUND**

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

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| **Local Authority** | Vale of Glamorgan Council |
| **Scheme Name** | M4 Junction 34 Railway Station Interchange |
| **Scheme Priority Rank Number** | 1 |
| **Existing or New Scheme** | Existing |
| **Grant (please select one)** | Local Transport Fund / Resilient Roads Fund / Ultra Low Emission Vehicle Transformation Fund |
| **Date of Scheme** | Start December 2018 Estimated Completion Unknown at this stage |
| **Funding required for 2021-22** | £675,875 |
| **Project Manager Contact Name** | Kyle Phillips |
| **Contact Telephone** | 02920 673130 |
| **Contact email** | [kwphillips@valeofglamorgan.gov.uk](mailto:kwphillips@valeofglamorgan.gov.uk) |
| **Authorised by (e.g. Head of Finance or Transport Services)** | Name: Emma Reed  Job Title: Head of Neighbourhood Services and Transport  Signature: cid:image003.jpg@01D169A2.17DA5CA0 |

**WELTAG CHECKLIST**

1. Which WelTAG Stages have you completed? Please tick all that apply.

X

Stage 1 Stage 2 Stage 3 Stage 4

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| For packages please list each project below and state the WelTAG Stages completed for each project: |

1. What level of **risk** is your study? Please tick one (See WelTAG page 34 for definitions).

X

Low Medium High

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| For packages please list each project below and state the level of risk for each project:  n/a |

1. Who is or will be on your **Review Group**? Please give job title and department/ organisation representing.

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| --- | --- |
| Economic | The Vale of Glamorgan Council including officers and local councillors |
| Social | The Vale of Glamorgan Council including officers and local councillors |
| Cultural | The Vale of Glamorgan Council including officers and local councillors |
| Environmental | The Vale of Glamorgan Council including officers and local councillors |
| Active Travel Expert | Sustrans, TfW |
| Others (please specify) | TfW Rail, Welsh Government, Local Community Councils, Cardiff Capital Region, Neighbouring Local Authorities, Local bus operators, Network Rail, Taxi/ PHV Association, Freight Transport Association, Road Haulage Association |

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| For packages, where there are different Review Groups, please list the projects below and provide information on who is or will be on the review group for each project:  n/a |

1. What WelTAG Stages do you plan to have completed by the end of 2021-22? Please tick all that apply

X

Stage 1 Stage 2 Stage 3 Stage 4

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| For packages please list the projects below and state the WelTAG Stages completed for each project: |

**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 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.

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| OS GB grid reference: ST 06059 79377 | 51.505493 -3.3549066 |
| **M4 Junction 34 Railway Station Interchange**  The scheme encompasses proposals for implementation of a railway station interchange located near to Junction 34 of the M4 and situated on the South Wales Main Line. Specific deliverables would be subject to completion of an enhanced WelTAG Stage Two study and GRIP Stage 3/ Transport for Wales Stage B Option Development and Selection study, although would be anticipated to encompass a station building with ticket office, waiting areas, café and toilet facilities, Park and Ride facility with bus integration, covered cycle parking facilities, two 300-metre length platforms, a footbridge with lifts connecting between the platforms, as well as support staff situated on-site. The station would require consideration of vehicle accessibility to and from the local/ strategic highway network.  It would be assumed that a new railway station at this location would provide frequent rail services east towards Cardiff and west towards Swansea, with the large Park and Ride facility allowing for robust integration for passengers. It is anticipated that any such facility would provide an integrated bus service between the railway station and strategic employment sites and Cardiff Airport, as well as other regional employment centres.  The recommended next steps for assessment, location maps, project drawings and other supporting information have been considered and included as part of the existing WelTAG Stage Two Plus Outline Business Case (10028657-ARC-XX-XX-RP-TP-0003), together with the accompanying Impacts Assessment Report (10028657-ARC-XX-XX-RP-TP-0004) and GRIP 1-2 Feasibility/ Transport for Wales Stage A report (10028657-ARC-00-XX-RP-ZZ-00001).  Scope Item 1: WelTAG Stage Two Outline Business Case  The purpose of the WelTAG Stage Two study is to examine in greater detail the short list of options for tackling the problem under consideration. The proposed work will include an updated WelTAG Stage Two appraisal, supported by the completion of a GRIP 3 Option Selection/ Transport for Wales Stage B Options Development and Selection report for providing a new M4 Junction 34 railway station interchange. The key tasks associated with the updated WelTAG Stage Two study encompass:   * Review the case for change, taking into consideration the Welsh Government and Vale of Glamorgan Council climate emergency declarations and emerging impacts of Covid-19 as a minimum. * SEWTM traffic modelling and updated passenger demand modelling. * M4 Junction 34 traffic modelling. * Economic appraisal encompassing a value for money assessment. * Health Impact Assessment. * Updated environmental appraisal (strategic and transport case). * Updated Impacts Assessment Report. * Land referencing. * Consultation (including 12-week public consultation exercise), 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. * Completion of a full WelTAG Stage Two Outline Business Case.   The Appraisal will encompass the tasks referred to in Stage Two Outline Business Case, WelTAG 2017, issued December 2017, and the study will take account of all existing commitments within the Vale of Glamorgan’s emerging LDP and Adopted LTP. The outputs from the work will be a complete WelTAG Stage Two report. The work will include an Impacts Assessment report containing the detailed information which supports the summary information in the main Appraisal document.  Scope Item 2: GRIP 3/ Transport for Wales Stage B Study  The purpose of the GRIP 3/ Transport for Wales Stage B study is to develop feasible options to address the project constraints and to a level that facilitates the selection of an appropriate single option for development, and to provide greater certainty to the client and project team. A preferred option will be determined following the completion of the WelTAG Stage Two report. The key tasks associated with the GRIP 3/ Transport for Wales Stage B study and development of Category D station options encompass:   * Rail Infrastructure (signalling, retail and lineside telecommunications, civil engineering, track/ permanent way engineering, E&P) * Enabling Infrastructure * Geotechnical desk study * Environmental assessment/ desk study * Flood Appraisal * Architecture * Landscape Architecture * Fire Assessment * Diversity Impact Assessment and inclusion requirements. (e.g., under the Equality Act (2010)) * CDM, CSM, ROGS and RIR * Detailed timetable modelling, including the impact on freight services and network resilience. * Additional passenger demand forecasting (dependent on external factors), route origin/ destination reviews, including additional detail on traffic impact within the Vale of Glamorgan road network. * Station Pedestrian Capacity Assessment * Records searches (asset records, utility records) * Surveys (topographical surveys; condition surveys; ecological, environmental and arboricultural surveys; drainage surveys). * Ground Investigation/ Report * Design and Project Management * Scheme Cost Estimation * Sustainability (including lifecycle costing) * Environmental requirements. * Stakeholder engagement and consensus to determine likelihood of external factor. * Network Rail Engagement via a Basic Services Agreement (BSA)/ Basic Asset Protection Agreement (BAPA).   In addition, the report will also cover:   * Planning and consent requirements * Environmental constraints and impact * Security consents, requirements, constraints and impacts * Other legal/ statutory approvals * Determining scope of works, programme and staging considerations * Procurement strategy * Constructability (including temporary works) and maintainability * Operational capacity and safety (during and after construction) * Logistics (site access, track access and space availability) * Project risks and assumptions * Ergonomics and aesthetics * Employers Information Requirements * Requirements for BREEAM or CEEQUAL accreditation   All tasks are dependent on timely meetings with Network Rail/ Transport for Wales / Welsh Government. The outputs from the work will be a complete GRIP 3 Option Selection/ Transport for Wales Stage B Options Development and Selection report.  Cost Summary  Estimated feasibility and design costs (excluding VAT) will be:   * Scope Item 1 | £121,500 for the WelTAG Stage Two deliverable (including £30,000 allowance for SEWTM modelling) * Scope Item 2 | £554,375 for the GRIP 3/ TfW Stage B deliverable (including 25% Network Rail/ third-party cost uplift) * **Total £675,875 in 2021/22**   WelTAG and GRIP costs will be confirmed and reported back to WG as part of the reporting process once tendered. |

**SCHEME BUSINESS CASE**

**1. STRATEGIC CASE**

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| **The Case for Change** | |
| **Fit with draft new Wales Transport Strategy**  Please indicate how this scheme fits with the priorities set out in the draft new Wales Transport Strategy | The scheme demonstrates a positive fit with the five-year priorities set out within the emerging draft Wales Transport Strategy (WTS). For the purposes of this Local Transport Fund application and to outline this positive relationship, the five-year priorities set out in the draft WTS have been assessed against the scheme’s existing objectives using the WelTAG seven-point scoring scale, as detailed in the following table.   * Objective 1 (OBJ1) * Enhance connectivity to Cardiff Airport and strategic employment sites in the region. * Objective 2 (OBJ2) * Increase transport options for strategic access and access to and from local communities. * Objective 3 (OBJ3) * Improve network resilience and road safety on the M4, A48 and A4232 corridors and other connecting roads. * Objective 4 (OBJ4) * Protect and enhance the historic, built and natural environment including the landscape and settlement character of the study area. * Objective 5 (OBJ5) * Minimise impacts on communities and support social inclusion and health and well-being.  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | Five-Year Priority | OBJ1 | OBJ2 | OBJ3 | OBJ4 | OBJ5 | | Reduce greenhouse gas emissions by planning ahead for better physical and digital connectivity, more local services, more home and remote working and more active travel, so that fewer people need to use their cars on a daily basis. | ++ | ++ | ++ | +++ | ++ | | Grow public transport use in Wales by providing services that everyone can use, wants to use, and does use. | ++ | +++ | ++ | + | ++ | | Safe, accessible, well-maintained and managed transport infrastructure, that is also future proofed to support sustainable transport choices, especially walking and cycling, public transport and electrification. | ++ | +++ | ++ | ++ | +++ | | Making sustainable transport choices more attractive and affordable to more people and businesses, whilst respecting the fact that many people including those in rural areas or disabled people, may not have options. | ++ | +++ | ++ | ++ | +++ | | Support digital, technological and operational innovations that help more people and businesses adopt more sustainable transport choices. | + | ++ | + | ++ | ++ | |
| **Current and Future Situation and Issues**  What are the local and wider issues that this scheme will address in the short and long term? Include baseline data where available. What will happen if no action is taken? | To deliver 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. The delivery of improvements to the transport network 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.  A key component of the case for change therefore focusses on the potential for realising the strategic development and employment opportunities within the Vale of Glamorgan, which will not only offer economic development benefits for South Wales as a whole, but also improve connectivity in the Cardiff Capital Region. Consultation and desk-based analysis has demonstrated that the current transport connectivity of the Vale of Glamorgan is sub-optimal in terms of journey times, journey time reliability, public transport coverage and the routeing of strategic traffic.  The socio-economic baselining of the study area has clearly highlighted the multitude of problems currently being experienced in the Cardiff Capital Region and Swansea Bay City Region. These include low levels of productivity and business competitiveness, limited inward investment, high rates of economic inactivity and unemployment, and concentrated areas of multiple deprivation. Improved transport connectivity is vital to enable these issues to be tackled.  With a once in a generation programme of capital investment in transport infrastructure in the Capital Region and connecting Wales with England underway, there is an opportunity for the areas to the west of Cardiff to better access a wider range of employment and business opportunities. However, this improved connectivity also presents a risk, in that by failing to address the transport problems in the Vale of Glamorgan, the economic gravity of the area could shift to the east, with potential for economic leakage to England.  Within the Vale of Glamorgan itself, the current transport infrastructure is considered to be having a negative impact on the area, particularly in terms of congestion and journey time reliability, negatively impacting on business performance, the attractiveness of the Vale of Glamorgan as a place to live, work and do business and, in the longer-term, land-use aspirations within the Vale of Glamorgan – these same adverse impacts can also be aligned with the wider study area, whereby investment in transport infrastructure is considered an essential mechanism towards sustainable economic development throughout the region.  In addition to the significant socio-economic benefits that would be realised through implementation of the proposed intervention, the environmental benefits and carbon agenda would also be of key importance. A new M4 Junction 34 railway station interchange will offer a unique opportunity for enhanced sustainable travel throughout the region with potential for cross-border travel (depending on what rail services could be secured to and from the station), in addition to enhanced local/ regional connectivity. In light of the regional and national climate emergency declarations and aspirations for the decarbonisation of transport in Wales, the proposal provides an attractive opportunity for modal shift away from the car, whilst establishing the opportunity to implement rail infrastructure and property that supports improved environmental sustainability.  In short, improving the transport connectivity of the Vale of Glamorgan is considered necessary to support national, regional and local economic performance. Implementation of a new M4 Junction 34 railway station interchange will reduce the impact to the local communities and provide the transport connectivity required to serve employment opportunities. It would be remiss of the Council, the wider region and Welsh Government not to consider this opportunity to significantly enhance local and strategic connectivity and make the necessary improvements to access the wider region. |
| **Scheme objectives**  What are the objectives of the scheme? (there should be up to 5 or 6 and should be Specific, Measureable, Achievable, Realistic and Time-limited) | * 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. * Minimise impacts on communities and support social inclusion and health and well-being. * Creates a possibility to enhance connectivity to Cardiff Airport and strategic employment sites in the region as well the opportunities offered by Junction 33   As proposals for a new M4 Junction 34 railway station interchange have to date been developed alongside proposals for a new or enhanced road link between the M4 Junction 34 and A48 at Sycamore Cross (subject to a separate WelTAG study), the next stage of appraisal would provide an opportunity to evaluate and, where applicable, refine the existing **scheme objectives** for the interchange in isolation. This process would be undertaken through detailed consultation with key stakeholders and the public to ensure the objectives remain relevant and fit for purpose. |
| **Scheme outputs**  What are the specific outputs that the scheme will deliver? | There are opportunities to introduce and establish an enhanced and sustainable transport network by improving strategic connectivity for the Vale of Glamorgan and wider region to achieve the following key outputs:   * Increased use of sustainable travel modes by residents of local communities. * Reduced accidents and delay on adjacent strategic routes. * Transport network is improved with at least neutral impact on historic, built and natural assets. * Transport network is improved with at least neutral impact on social and cultural facilities, businesses and residential properties. * Possibility to create reduced and more reliable journey times between strategic network and Cardiff Airport and St Athan Enterprise Zone.   As proposals for a new M4 Junction 34 railway station interchange have to date been developed alongside proposals for a new or enhanced road link between the M4 Junction 34 and A48 at Sycamore Cross (subject to a separate WelTAG study), the next stage of appraisal would provide an opportunity to evaluate and, where applicable, refine the existing **scheme outputs** for the interchange in isolation. This process would be undertaken through detailed consultation with key stakeholders and the public to ensure the objectives remain relevant and fit for purpose. |
| **Fit with Policies and Plans**  Please indicate where this scheme fits with local policies and plans such as the Local Well-being Assessment, Local Transport Plan and any other related policies and plans. | The objectives of the scheme have been verified within the existing WelTAG Stage Two Plus report and are considered to positively contribute towards resolving problems of the study area, the Future Generations of Wales (2015) Act Well-being Goals, WTS outcomes, and the Welsh Government’s strategic priorities as set out in the WTS. Future assessment will consider their alignment with the emerging new WTS outcomes and priorities, as well as Prosperity for All: Economic Action Plan (2017) objectives.  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.  The Vale of Glamorgan Council has made 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 fits in with the WelTAG work that is being undertaken on other interchanges such as that proposed at the North West Cardiff corridor. |
| **Community Engagement and Consultation**  Please summarise how you have engaged local communities and consulted on your proposals. How have you involved those with protected characteristics? How has this process informed the scheme design? | The strategy has been to incorporate community engagement and consultation throughout the WelTAG stages and subsequently the scheme has been subject to an extensive programme of stakeholder and public consultation. As part of the WelTAG process, a public consultation event was held both for WelTAG Stage One and WelTAG Stage Two to gain feedback on issues, objectives and options.  Comprehensive Review Groups have been set up containing a number of stakeholders including representation from Welsh Government, Cardiff Capital Region, community councillors, transport operators, and transport professionals from both neighbouring authorities and internal. The latest meeting was held in January 2020 to report on the GRIP Stage 1-2/ Transport for Wales Stage A Feasibility Report and to inform the WelTAG Stage Two Plus process.  The WelTAG reports have also been taken through the political process, involving presentation to Cabinet and the Environment and Regeneration Scrutiny Committee of the Vale of Glamorgan Council. |

**Fit with Grant Objectives**

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

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| **Grant Name** | **Grant Objectives** | **Scheme Contribution** |
| **Local Transport Fund** | * Reduce economic inactivity by delivering sustainable access to employment * Improve quality of life particularly those living in disadvantaged and rural communities by delivering sustainable access to key facilities and services * Connect communities and enable access to key services * Improve public transport journey time reliability * Reduce public transport journey times | This proposed intervention 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.  Rail services within close proximity of the study area (at Pontyclun), already interconnect with the Cardiff City Region, however the option for an M4 Junction 34 railway station interchange inclusive of bus integration could significantly improve access to key facilities, services and employment – the latter by providing interconnectivity to Cardiff Airport and other key local and regional employment areas and enterprise zones.  The degree of benefit would depend on several factors/ variables most notably encompassing the level of rail service that can be provided at the new station, the extent of bus connectivity between the interchange and nearby employment sites and the potential enhancement of the local highway network to facilitate enhanced accessibility, including enhancement of Junction 34.  The railway interchange could also support enhanced employment opportunities resulting from proposed Renishaw development at Junction 34, encompassing a privately funded proposal to develop land allocated in the adopted Vale of Glamorgan Local Development Plan under policies SP5 (employment requirements) and MG9 (employment allocations) for a total of 61.8ha in part encompassing B1, B2 and B8 land uses, to meet strategic and local employment needs. Renishaw achieved outline planning permission with all matters reserved (except for access) for their proposed Development under application reference 2014/00228/EAO.  It is anticipated that there would be additional wider economic impacts associated with the implementation of a new railway station. This may include induced investment through additional strategic development arising due to improving connectivity to the Vale of Glamorgan enterprise zones (existing connections are constraining growth). Moreover, there may be benefits to those larger commercial businesses (such as the airport and Aston Martin) through transport improvements where competitive markets are imperfect. In this case, it will assist by providing an improved level of connectivity for the airport and businesses.  The improvement in accessibility may also bring a relocation of more productive jobs to the area. As an M4 Junction 34 railway station interchange would improve connections between functioning parts of the Cardiff Capital Region, there may also be productivity impacts due to agglomeration benefits for the Vale of Glamorgan in terms of linking in developments in the area to similar businesses/ clusters in the region. Employment sites in the vicinity of Junction 34, both north and south of the M4, have the potential to especially benefit. Moreover, it could assist in improving accessibility more immediately between the Rhondda Valleys/ A4119 corridor and the wider City Region.  Moreover, productivity in the Cardiff Capital Region is very low compared to other UK City Regions, so improving connectivity to the Vale of Glamorgan, as well as Rhondda Cynon Taff, may form part of a package of measures to address this (and in part addressing the issue of a lack of appropriate industrial premises).  The implementation of a new railway station could result in improved journey time reliability by public transport to Cardiff, Bridgend and other strategic destinations. The implementation of a new railway station is anticipated to result in measurable improvements in journey times due to reductions in congestion on the M4, A48 and A4232, given the transfer of trips to rail/ bus, especially during peak commuter periods. Traffic would, however, be generated on routes to and from the M4 Junction 34 railway station interchange, therefore the impact on journey time reliability is slight beneficial subject to the potential implementation of highway mitigation to alleviate traffic impacts associated with the railway station and/ or wider development proposals.  The proposed railway station establishes the potential for improved accessibility to Sports and cultural facilities both local to the railway station (Vale of Glamorgan Hotel and Hensol Golf Academy), as well as throughout the region with enhanced access to museums, theatre halls, cultural centres and leisure complexes particularly at key strategic destinations including Cardiff and Bridgend. |
| **Resilient Roads Fund** | * Address disruptions caused by severe weather to the highway network, especially to the public transport network | n/a |
| **Ultra Low Emission Vehicle Transformation Fund** | * Provision of charging infrastructure for electric vehicle, targeted at users without access to off-street parking. * Provision of charging infrastructure in public car parks. * Electric vehicle charging hubs – focused on areas with potential to support a variety of electric vehicle charging needs * Provision of charging infrastructure for taxis, private hire vehicles and buses * Provision of Green Fleet for taxis, private hire vehicles and buses * Provision of micro mobility (ie. support to participate in DfT e-scooter trials, promotion of e-bikes and e-cargo bikes) | 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.



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| **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:

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| All consultant led work is tendered on Sell2Wales which ensures quality standards are met and each bid is then assessed and awarded based on a stringent assessment criterion. A key component of this LTF application encompassing completion of WelTAG Stage Two is an economic appraisal encompassing a value for money appraisal. |

**Impact Assessment**

Please provide a summary of the expected impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. The impacts shown below should always be considered, but the list is not exhaustive and other impacts may be relevant. Impacts may be positive, negative or neutral, and should consider all users including those with protected characteristics.

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| **Well-being Goal** | **Impacts** | **How does the scheme reduce negative impacts and maximise positive impacts?** |
| **A prosperous Wales**  *An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change), and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.* | * Changes in productivity: availability of suitable labour for employers, and changes in agglomeration effects. * Transport costs: monetary costs paid by those travelling e.g., vehicle operating costs, tolls, and public transport fares. * Accidents: the cost of accidents. * Land: does the scheme reduce the amount of agricultural land? Does it open up development sites? * Capital costs: to the public sector, to the private sector from the scheme itself and from the impacts * Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts * Journey time changes: across all affected modes for users and non-users of the scheme. * Journey time reliability changes: changes in the variation in journey times between times of days and between journeys made at the same time each day. * Local economy: how does the scheme affect the sectors in the local economy? * Access to services: impact on journeys to key services such as health facilities, schools * Access to employment: how many jobs can people reach and what is the journey time | The proposed intervention will serve **productivity** and economic growth by widening labour markets, supporting centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing costs for links from suppliers to producers to markets. Improving accessibility to the Airport and St Athan Enterprise Zone will enable excellent international connections, supporting inward investment and tourism. With 312.9 Net Hectares of land identified for employment sites on this corridor south of Junction 34, 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 proposal will affect a wide range of people in Wales and further afield who work in or visit the area.  Rising **transport costs** is resulting in many households struggling to afford to own and run a car. The provision of new public transport options has the potential to make travel more affordable for some sections of society, most notable the young and elderly. 21% of the study area’s residents are retired which is much greater than the percentage for the Vale of Glamorgan (16%), South East Wales (15%) and Wales (16%). This is particularly the case if car parking costs at the facility are cheaper than those at the user’s desired destination.  A new railway station is anticipated to reduce the number/ distance of car-based trips throughout the region. Reduced traffic flows on the strategic highway network have the potential to improve road safety and reduce **accidents** particularly on the M4, A48 and A4232 routes, but also on the A4119 north of M4 Junction 34, although traffic would be generated on routes to and from the M4 Junction 34 railway station interchange. It is therefore expected that the interchange will have a slight beneficial impact on accident rates, although the monetary value associated with accidents will be explored in more detail as part of the economic appraisal.  Whilst the scheme is not anticipated to reduce the amount of agricultural **land**, a new railway station located at Junction 34 could support wider development proposals associated with the existing Renishaw site. As noted earlier in this application, Renishaw has achieved outline planning permission under application reference 2014/00228/EAO to develop land allocated in the adopted Vale of Glamorgan Local Development Plan under policies SP5 (employment requirements) and MG9 (employment allocations). Whilst the station is not necessarily a prerequisite for development at this location, it has the potential to add value to existing development proposals.  No firm **capital costs** are currently available and would be developed as part of the GRIP 3 Option Selection report, although it is anticipated that a new railway station with associated facilities would be of high cost in terms of capital investment. New **revenue costs** would also have to be established with regard to enhanced rail and bus services. There may be knock on revenue costs on existing services as a result and this would require evaluation.  The implementation of a new railway station could result in reduced **journey time changes and reliability** by public transport to Cardiff, Bridgend and other strategic destinations. The implementation of a new railway station is also anticipated to result in measurable improvements in journey times/ resilience due to traffic reductions on the M4, A48 and A4232 corridors given the transfer of trips to rail/ bus, especially during peak commuter periods. Traffic would, however, be generated on routes to and from the M4 Junction 34 railway station interchange, therefore the impact on journey time is subject to the potential implementation of highway mitigation (especially at Junction 34) to alleviate traffic impacts associated with the railway station and/ or wider development proposals.  Rail services within close proximity of the study area (at Pontyclun), already interconnect with the key urban settlements throughout the region, however the option for a railway station inclusive of bus integration could further improve **access to services/ employment** with new and enhanced rail provision establishing enhanced interconnectivity. The extent of local public transport connectivity would be subject to proposed bus route and timetable options provided to support the interchange facility. The proposed railway station also establishes the potential for improved accessibility to cultural facilities both local to the railway station (Hensol Golf Academy), as well as throughout the region with enhanced access to museums, theatre halls, cultural centres and leisure complexes particularly at key strategic destinations including Cardiff and Bridgend. |
| **A resilient Wales**  *A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).* | * Noise: does anyone experience a change in noise levels * Biodiversity: is there an impact on wildlife and the number of species * Water Environment: is there an impact on water courses * Option and non-use values: does the scheme provide alternatives for current journeys and does it change the resilience of the transport system | The impacts on **noise** pollution are not yet quantifiable in the absence of quantitative data, but a minor adverse impact is considered reasonable to assume principally as a result of stopping trains at the station, whilst also noting the impacts from short-term construction noise and vibration impacts. There are no Noise Planning Priority Areas within the 2km study area and the number of residential receptors within close proximity of the proposed site is extensively low.  **Biodiversity** impacts on the Ely Valley will depend on further survey analysis work, although aerial photography, a ground truthing exercise and a Phase 1 survey has considered key ecological features including impacts on habitats, protected species, woodland, hedgerows and grasslands, for examples. The impacts on biodiversity are dependent on the preferred site location taken forward and impacts would need to be verified through a Phase Two Botanical survey. Further data including protected species surveys are required at the next stage of appraisal and potential mitigation activities will need to be recommended in an Ecological Impact Assessment. The current preferred location is mainly located on hardstanding (Renishaw car park) with minimal ecological value and therefore a slight adverse impact is considered reasonable at this location, on the assumption ecological mitigation forms a key design element of the proposal where applicable.  An initial desk-top hydrology appraisal has been completed to consider the impacts on the **water environment** of the options. This has identified flood zone designations, modern assets, ponds, streams and rivers within the study area. The current preferred location is known to have flooded in the past (Zone B designation in the DAM), although the proposed site is located on land that is predominantly considered to be at low risk of flooding. Further analysis will be completed at the next stage of assessment.  With regard to **option and non-option values**, a railway station provides a more viable alternative to journeys currently made by car and increases the resilience of the transport network through the provision of a more sustainable transport network. This would be for local and regional journeys as well as those from further afield. |
| **A healthier Wales**  *A society in which people’s physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.* | * Physical activity: the amount of walking, cycling and other physical exercise undertaken by people * Accidents: the number and severity of injuries * Security: how safe do people feel * Journey quality: for example, the comfort of the vehicle and access to information * Air quality: are there changes in air quality * Health impact assessment | It is expected that the option would have a slight beneficial impact on **physical activity** based on the assumption that a new M4 Junction 34 railway station interchange would encourage the potential for cycling from local communities to the north and south of the M4 corridor, supported by the provision of suitable cycle facilities at the railway station. Implementation of a new railway station would also inherently support increased physical activity by walking, particularly as part of a rail users’ onward journey from their destination station.  A new railway station is anticipated to reduce the number/ distance of car-based trips throughout the region. Reduced traffic flows on the strategic highway network have the potential to improve road safety and reduce **accidents** particularly on the M4, A48 and A4232 routes, but also on the A4119 north of M4 Junction 34, although traffic would be generated on routes to and from the M4 Junction 34 railway station interchange. It is therefore expected that the interchange will have a slight beneficial impact on accident rates, although the monetary value associated with accidents will be explored in more detail as part of the economic appraisal.  A qualitative assessment of **security** has been completed against TAG Unit A4.1.4 to assess the security impacts as a result of a new rail interchange facility. The delivery of a high-quality rail and bus interchange with implementation of lighting and CCTV to current design standards would establish robust formal surveillance throughout the station environment, including the Park and Ride facility. It would also be anticipated that a new interchange would be designed so as to maximise the potential for natural surveillance by passengers and staff, further enhancing the perception of safety.  Informal surveillance of the station environment would likely be supported by positive use of landscaping features (design layout of planting, for example) to contribute towards visibility and deter intruders. This would be especially pertinent throughout the car park and waiting points so as to minimise the potential for hidden and screened areas to essentially improve users’ perception of safety on site when leaving their vehicles. In addition, it would be anticipated that the new station would be designed with clearly marked site perimeters and well-lit, secure entrance points ensuring wayfinding and accessibility throughout the station is not compromised.  Current station design standards would carefully consider the requirements of effective lighting whilst ensuring that daytime lighting enhances the station environment. Robust lighting provision would ensure that bi-lingual signage and information/ help (emergency) points are well-lit at all times, as well as reduce the potential for adverse shadows that could affect the integrity of CCTV coverage.  Whilst not specifically noted as part of the TAG Unit A4.1.4 assessment, the usability of the station by all passengers is key to ensuring a safe and secure station environment. It is therefore anticipated that a new interchange would subsequently be designed to the latest design standards for accessible railway stations providing full accessibility for disabled passengers in terms of car parking facilities, waiting areas and inter-platform accessibility (lifts/ ramps) for example.  Whilst significant benefits have been identified when considered against current local and strategic provision of public transport, a moderate beneficial impact has been allocated for security with a proposed interchange station anticipated to affect between 500 to 10,000 travellers per day. This impact assumption encompasses all travellers who would benefit from the improvements to rail provision at this strategic location, as well as those who would transfer to buses as a consequence of the public transport infrastructure and service enhancements.  It is anticipated that a new railway station could provide high quality public transport to key destinations including Cardiff, Bridgend and beyond West and East, establishing enhancements to traveller’s care, views and stress throughout the region. A qualitative assessment has been completed in line with TAG Unit A4.1.6 (**Journey Quality** Impacts) that identifies an impact score of moderate beneficial.  The provision of public transport within the study area is currently extensively limited with restricted alternatives available for travel by non-car modes. A new strategic and modern railway station located near to the M4 Junction 34 and designed to current standards could provide significant enhancements for traveller care with improvements to strategic facilities, cleanliness, information and environment in comparison to the existing situation.  The number of rail services that would be implemented to facilitate the new railway station is subject to further assessment, however the establishment of new rail trips within and through the study area would have potential to improve the quality of a traveller’s experience with regard to views. The immediate study area and subsequent location of a station is predominantly within an area of high-quality scenic countryside interspersed with ancient woodland, important nature conservation sites, SSSI and conservation areas. Encouraging new trips to be made by rail could therefore improve a traveller’s perception of the local scene, as well as throughout the region with the South Wales Main Line predominantly traversing through a rural landscape. An alternative perspective on townscape could also enhance a travellers’ interest as part of the rail trip as the route interconnects with urban settlements.  It is further anticipated that there would be an improvement with regard to traveller stress following implementation of a new railway station. Whilst the majority of travellers would still require a car to access the station, the potential to reduce journey distances by car could reduce the impact of driver related stress associated with frustration and the fear of potential accidents. In addition, the implementation of a high-quality interchange with good security measures, environment and information provision could alleviate route uncertainty as part of the journey experience, enhancing upon existing access to public transport infrastructure and services.  Whilst significant benefits have been identified when considered against current local and strategic provision of public transport, a moderate beneficial impact has been allocated for journey quality with a proposed interchange station anticipated to affect between 500 to 10,000 travellers per day. Demand Forecast Scenario 2 (2026 Do-Something Core with railway station) projects 133,969 per annum would use the station, rising to 216,982 passengers per annum under Demand Forecast Scenario 4 (Do-Something with railway station + Renishaw Development) assuming local congestion issues at M4 Junction 34 are mitigated.  Based upon the 2016 **Air Quality** Progress Report for the Vale of Glamorgan, the overall air quality across the county complies with regulations to protect human health. There are no Air Quality Management Areas (AQMAs) within 2km of the study area. The impact of construction on managing air quality/ dust would need to be considered, although the potential transfer of trips from road to rail reducing journey distances by car has the potential to support improved air quality.  No formal **Health Impact Assessment** has been completed to date, although this will be completed as part of the proposed WelTAG scope of works. |
| **A more equal Wales**  *A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).* | * Affordability: is there any change to the cost of travel paid by users * Equality, diversity and human rights impact assessment | With regard to **affordability**, the rising cost of transport is resulting in many households struggling to afford to own and run a car, this is particularly the case when consideration is given to the future with EV being considered as the only option of private travel beyond 2030. The provision of a reliable and direct public transport option has the potential to make travel more affordable for some sections of society, most notable the young and elderly (21% of the study area’s residents are retired which is greater than the percentage for the Vale of Glamorgan (16%), South East Wales (15%) and Wales (16%) as a whole. This is particularly the case if car parking costs at the facility are cheaper than those at the user’s desired destination. However, public transport services are often unaffordable for some groups within society. It should be noted that some users may require car travel in order to utilise the railway station.  Further consideration of **equality diversity** and **human rights impact assessment** is included as part of the GRIP 3 scope of works. |
| **A Wales of cohesive communities**  *Attractive, viable, safe and well-connected communities.* | * Severance: do any groups of people become separated from others or facilities they regularly use * Rural impact assessment | A new railway station is anticipated to reduce traffic flow through Pendoylan and Clawdd Coch with the potential to lessen the impact of **severance**. In line with TAG Unit A4.1 / Section 5 (Severance Impacts) a slight positive impact is anticipated with less than 200 local residents estimated to benefit from any reductions in traffic flow. It is not anticipated that the railway station would create new severance issues as existing routes and connections will be retained. There would be improved access to education and health facilities by sustainable modes of transport and improvements to transport infrastructure is part of the regions' aim to increase its attractiveness to visitors, improve access to employment sites and promote other sustainable modes of transport. |
| **A Wales of vibrant culture and thriving Welsh language**  *A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.* | * Landscape: is there a visual or other impact on the landscape * Townscape: is there a visual or other impact on the townscape * Historic Environment: are there any changes in areas of historical interest * Welsh Language impact assessment | The construction of the railway station encompassing a building, car park and footbridge is likely to establish a broadly neutral to minor adverse impacts on the local **landscape** depending on the preferred option identified in the GRIP 3 study. The impact of the development would benefit from enhanced landscape design/ mitigation around the railway station including the retention or planting of new vegetation. Moreover, good landscape design is needed to mitigate lighting impacts at night. It should however be noted that the M4 corridor, the existing Renishaw buildings/ car park and rail infrastructure are a key part of the existing local landscape pattern. Due to the location of the site away from towns and urban areas, the impact on **townscape** is considered neutral.  A desk-based assessment of the **historic environment** impacts has been undertaken as part of the existing WelTAG Stage Two Plus study. This has considered scheduled monuments, non-designated assets, archaeological remains, heritage assets, modern assets, listed buildings and registered parks and gardens. The impacts are dependent on each site location, although these scores currently range from neutral to minor adverse.  The Vale of Glamorgan Council stated in the Local Development Plan that *‘having assessed the densities of* ***Welsh language*** *use across the Vale of Glamorgan it is not considered to be an issue which requires addressing in the Plan. As a result, the proposals contained in the LDP are not considered to have a detrimental impact upon the Welsh language and culture or materially affect the linguistic balance of the Vale of Glamorgan or the communities within the Vale of Glamorgan.’*  The Welsh Government has a strategic vision outlined in the Cymraeg 2050; A Million Welsh Speakers (2017) to increase the number of Welsh speakers throughout Wales, *stating ‘The year 2050: The Welsh language is thriving, the number of speakers has reached a million, and it is used in every aspect of life. Among those who do not speak Welsh there is goodwill and a sense of ownership towards the language and a recognition by all of its contribution to the culture, society and economy of Wales.’* The strategy plans to achieve this vision by using three strategic themes including (1) increasing the number of Welsh speakers, (2) increasing the use of Welsh and (3) creating favourable conditions – infrastructure and context. Implementation of a new railway station would require all passenger information, signage and public announcements to be bi-lingual, inherently supporting the Welsh Government’s vision. |
| **A globally responsible Wales**  *A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being and the capacity to adapt to change (for example climate change).* | * Greenhouse gases: is there a change in the amount of greenhouse gases emitted | The impact of construction on managing **greenhouse gases** would need to be investigated at WelTAG Stage Three to support the EIA process, although the potential transfer of trips from road to rail reducing journey distances by car has the potential to support improved greenhouse emissions per user. Completion of the economic appraisal as part of the proposed scope of works will allow for an initial operational monetary value to be identified to support completion of the WelTAG Stage 2 study.  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 and further afield who work in or visit the area. |

**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.

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| At this stage of the appraisal, it would be assumed that Vale of Glamorgan working with Transport for Wales, Network Rail and Welsh Government would be responsible for the delivery of an M4 Junction 34 railway station interchange. This would be subject to confirmation. The management and delivery of the scheme would likely follow the Transport for Wales Plan of Works and Network Rail GRIP process encompassing scheme initiation & feasibility, option selection, design development, construction and project close out. The development of a new railway station would subsequently be anticipated to be progressed in close consultation with integral stakeholders, as well as through public consultation.  To ensure the management of stakeholders and communication on the project is managed correctly, a Communications Plan would be drafted which identifies how all communications between project team members and external parties will be managed. All parties adhering to the Communications Plan should ensure that the needs of the Employer are met, and the project is delivered successfully.  Risk will be managed on the project in accordance with the procedures set out in GRIP/ Transport for Wales Plan of Works. A risk workshop should be conducted early in the GRIP Stage 3/ Transport for Wales Stage B Option Development and Selection study. A risk register should then be developed and reviewed and updated (where required) as a minimum every three months throughout the project’s life.  How the project is to be delivered is to be determined at WelTAG Stage Three. |

**4. FINANCIAL CASE**

**Financial expenditure profile**

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

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Pre 2021/22** | **2021/22** | **2022/23** | **2023/24** | **2024/25** | **Later** | **Total** |
| Surveys |  |  |  |  |  |  |  |
| Design – GRIP and WelTAG |  | **675,875** |  |  |  |  |  |
| Land Purchase |  |  |  |  |  |  |  |
| Accommodation Works |  |  |  |  |  |  |  |
| Construction |  |  |  |  |  |  |  |
| Project Management |  |  |  |  |  |  |  |
| Monitoring and Evaluation |  |  |  |  |  |  |  |
| Promotion |  |  |  |  |  |  |  |
| **GROSS TOTAL** |  | **675,875** | **TBC for WelTAG Stage 3** |  |  |  |  |
| Match funding amount, percentage contribution and funding source(s)  *(insert name of organisation*) |  |  |  |  |  |  |  |
| **NET TOTAL** |  | **675,875** | **TBC for WelTAG Stage 3** |  |  |  |  |

**Quarterly Expenditure Profile**

*(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Forecast FY2021-22 Expenditure (in £000s)** | | | |
| **Quarter 1** | **Quarter 2** | **Quarter 3** | **Quarter 4** |
| Surveys |  |  |  |  |
| Design – GRIP and WelTAG | **168,968.75** | **168,968.75** | **168,968.75** | **168,968.75** |
| Land Purchase |  |  |  |  |
| Accommodation Works |  |  |  |  |
| Construction |  |  |  |  |
| Project Management |  |  |  |  |
| Monitoring and Evaluation |  |  |  |  |
| Promotion |  |  |  |  |
| **GROSS TOTAL** | **168,968.75** | **168,968.75** | **168,968.75** | **168,968.75** |
| Match funding amount, percentage contribution and source(s) *(insert name of organisation*) |  |  |  |  |
| **NET TOTAL** | **168,968.75** | **168,968.75** | **168,968.75** | **168,968.75** |

**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?

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| Arcadis Consultants have completed the WelTAG Stage Two Plus study. Before any progression to the next stage of proposed works, the Stage Two Plus study will need to gain necessary approvals to progress.  An economic impact assessment is proposed as part of the new scope of works, encompassing a value for money appraisal of capital and lifetime costs. The supporting GRIP Stage 3/ Transport for Wales Stage B Option Development and Selection study will allow a preferred option to be identified as part of a completed WelTAG Stage Two study. The Council will contract consultants to carry out the proposed scope of works. The contract will be let in accordance with the Council’s Financial Regulations and Standing Orders as well as in accordance with procurement rules.  The means of scheme implementation will be subject to initial discussion and establishment at GRIP 3. There would also be on-going revenue support required to facilitate the service enhancements, although the extent of each is currently unknown. This will form part of the next stage of the WelTAG process.  A WelTAG Stage Three study would then need to be commissioned (as part of a separate scope of works) to progress development of the full business case for the preferred option. The scope of the GRIP | Transport for Wales Stage product deliverables would be subject to agreement with key stakeholders, although it is assumed that an initial GRIP Stage 4/ Transport for Wales Stage C Single Option Development study would be required to support the WelTAG appraisal. At this stage it is anticipated that the Vale of Glamorgan Council would procure the WelTAG and rail studies via competitive tender or framework, however the proposed procurement strategy is subject to confirmation. |

**MONITORING AND EVALUATION**

Has a monitoring and evaluation plan been prepared?

If yes, please provide details below or attach relevant documents as evidence. What is the baseline data and relevant targets?

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

Has any monitoring or evaluation work already taken place?

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

|  |
| --- |
| n/a |