

The Vale of Glamorgan Council

Cabinet Meeting: 20 November, 2017

Report of the Cabinet Member for Neighbourhood Services and Transport

Update: Improving Strategic Transport for Dinas Powys

Purpose of the Report

1. To update Cabinet on the process and timescales on Improving Strategic Transport for Dinas Powys using Welsh Transport Appraisal Guidance (WelTAG).

Recommendations

1. THAT Cabinet notes the progress made to date on Improving Strategic Transport to Dinas Powys.
2. THAT Cabinet receive a further report following the receipt of the Draft WelTAG Stage 2 report in Spring 2018.

Reasons for the Recommendations

1. To update Cabinet on the process and timescales to deliver the WelTAG Stage 2 work using the relevant Welsh Government transport guidance.
2. To seek Cabinet's approval of the WelTAG Stage 2 Report for Dinas Powys.

Background

2. Arcadis Consulting UK Limited was commissioned by the Council in early 2017 to develop and appraise potential options for improving the strategic transport network for Dinas Powys including transport corridors from Biglis roundabout Barry through Dinas Powys to Cardiff via Leckwith, Cogan and Penarth. The appraisal of options was in accordance with Welsh Government's latest June 2016 version of the Welsh Transport Appraisal Guidance (WelTAG). All transport schemes in Wales need to progress through the WelTAG process before being put forward for Welsh Government funding; and accepted schemes for transport funding need to demonstrate value for money.
3. The WelTAG Stage 1 report advised on the issues of concern, explored their context and presented a long list of possible solutions and this was presented to Cabinet in July 2017 (Min C50 refers). The Report was further considered by Scrutiny (Environment & Regeneration) on 14th September 2017 (Min 265 refers) and was

referred back to Cabinet on September 2017 (Min C85 refers) at which point two additional recommendations were approved by Cabinet as follows:

1 To consider the appointment of a representative by Dinas Powys Community Council of their choosing to sit on the review group.

2 To consider an additional fourth option to the three proposed of a “bypass and multi modal” at Stage 2 of the process.

Relevant Issues and Options

4. The WeITAG Stage 2 Study has been procured through the Sell2Wales procurement portal with the additional fourth option included, and the Consultants Arcadis Consultancy has been awarded the contract. The study brief included the following requirements:

Option A - Do-minimum; assumes the continued delivery of transport enhancements via the Local Transport Grant and utilisation of existing sources of transport funding. It also assumes the continuation of rail and local bus services as well as community transport at a similar level as present using funding similar to existing levels. Further there is an assumption that there will be continued transport work undertaken by local authorities and stakeholders to deliver improvements to the network. This could have an adverse impact on the objectives set due to the modest levels of funding currently available to be invested in transport infrastructure and public transport services. In addition there will continue to be increases in population and traffic growth in Dinas Powys which will exceed any investment putting further pressure on the existing transport network and having a negative impact on the environment.

Option F - By-pass; assumes a similar alignment to that included in the former Adopted Unitary Development Plan south and east of Dinas Powys connecting to the Merrie Harrier Junction. The By-Pass would be a single carriageway link, although this assumption would need a great deal of further work to determine. The By-Pass would need to include active travel connections for walking and cycling. Significant junction improvements would also be required as part of any proposal. Potentially a By-Pass could improve local journey times for drivers and buses depending on the time savings on the new route compared to the existing route through Dinas Powys. There would also be possible improved air quality and noise benefits for residents living alongside Cardiff road and potentially road safety benefits depending on the level of traffic that decides to use the new link. However, a By-Pass scheme could have negative environmental impacts on the landscape, ecology, and heritage as the route would be through the countryside.

Option G - Multi-Modal Option; involves a package of short, medium and long term improvements and enhancements to bus and rail services and their associated infrastructure such as parking. Also there would be additional cycling and walking schemes and improvements to key junctions with the implementation of appropriate road safety measures. This Option has the potential to improve accessibility and road safety together with better journey time reliability. There would also be health and wellbeing benefits associated with the walking and cycling improvements with the impact on the environment being generally neutral. There may be high costs associated with any third party land that might be required. Additional work is required to consider further the various options and impacts.

The further Option as agreed by Cabinet on 9th October 2017 – Bypass and Multi-Modal Option; which essentially is a combination of Options F and G above.

5. The Stage Two WeITAG appraisal will further investigate the above long list of options identified in Stage One and agreed by Cabinet on 9th October 2017 and select a preferred option to take to Stage Three (Full Business Case).
6. The outputs from the Study will be a WeITAG Stage Two report. The Report will include an Impacts Assessment report containing the detailed information which supports the summary information in the main Appraisal document.
7. The Consultant is required to:
 - Undertake an appraisal that encompasses the tasks referred to in Stage Two: Outline Business Case in the WeITAG 2017, consultation draft.
 - Take account of all existing commitments within the Council's Local Development Plan and Adopted Local Transport Plan.
 - Include identification and quantification of the problems, opportunities and constraints of the study area. This stage will also identify study objectives in accordance with the Well-being of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013, Cardiff Metro and the Cardiff Capital Region City Deal.
 - Include evidence that the proposed solution/s will lead to the desired outcome in the WeITAG Stage One Report.
 - Refine the design of the options and identify the key dependencies and constraints.
 - Set out how the proposed solutions will meet the objectives, the anticipated impacts of each option and consider the robustness of the proposed options to meet the objectives, using sensitivity testing and scenario analysis, identifying key risks and dependencies.
 - Ensure that the Outline Business Case Report provides the evidence required to enable Cabinet to select a preferred option to progress to WeITAG Stage Three.
 - Identify and evidence the significant impacts on particular groups of people or areas, dependencies and key risks which could affect the achievement of the anticipated outcomes.
8. The Consultant will do this by:
 - Determining whether there are any transport options that can address the identified problems and can be delivered.
 - Selecting a preferred option to be taken forward to the Full Business Case stage, with the approval of the Council's Cabinet.
 - Agreeing the methods to be used to provide additional evidence where required for the Stage Three (Full Business Case) assessment.
 - Identifying any legislative requirements that need to be met during the Stage Three (Full Business Case) assessment.
 - Documenting the decisions of the Stage Two review Group (the Council's Cabinet), and the basis for these decisions.
 - Delivering an initial draft of the WeITAG Stage Two Report to the Council no later than 28th February 2018, with the final draft Stage Two report being delivered to the Council no later than 16th March 2018.

Resource Implications (Financial and Employment)

9. The maximum budget available for this Project is £70,000 (excl. VAT), including all expenses except for hire of community facilities/administration for the consultation sessions. The Council will pay 50% of the fee on receipt of the draft Stage Two Study. A further 25% of the fee will be paid on receipt of the final Stage Two Report with a further 25% being paid following a presentation to Cabinet (date to be agreed).
10. £50,000 of the cost of undertaking this Study is funded by Welsh Government. Additional costs for including a fourth option will be funded through existing resources from the visible services feasibility reserves budget, should Welsh Government not be in a position to fund the additional costs. Officers have already requested additional funding, and are awaiting a decision by Welsh Government.

Sustainability and Climate Change Implications

11. Passenger transport provision assists in sustainability and helps to reduce car use for the journey to and from establishments and helps to reduce traffic congestion, particularly at schools and social services venues. By-Passes can offer environmental improvements to households living alongside busy traffic routes like Dinas Powys.

Legal Implications (to Include Human Rights Implications)

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

Crime and Disorder Implications

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

Equal Opportunities Implications (to include Welsh Language issues)

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

Corporate/Service Objectives

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

Policy Framework and Budget

16. This is a matter for Executive decision by Cabinet.

Consultation (including Ward Member Consultation)

17. The Ward members in Dinas Powys, Penarth, Sully, Llandough and east Barry have been consulted on this Report.

Relevant Scrutiny Committee

18. Environment and Regeneration

Background Papers

WeITAG - Stage 1 Report Improving Strategic Transport for Dinas Powys

Contact Officer

Clare Cameron Principal Transport & Road Safety Officer

Officers Consulted

Legal - Committee Reports
Accountant - Environment and Housing Services
Head of Regulatory Services
Policy Officer (Procurement)
Head of Regeneration and Planning
Operational Manager Highways and Engineering
Principal Road Safety and Transport Officer
Passenger Transport Manager
Operational Manager Development Management

Responsible Officer:

Miles Punter - Director of Environment and Housing Services