


**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19
SCHEME APPLICATION FORM**

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

Local Authority	Monmouthshire County Council
Scheme Name	Abergavenny-Llanfoist Active Travel Bridge
Existing or New Scheme	Existing
Grant (please select one)	Local Transport Fund
Date of Scheme	Start: 2015/16 (first LTF grant) Estimated Completion: Summer 2019
Scheme Category	Active Travel
Funding required for 2018-19	£2,415,000
Total funding required to complete scheme from 2019-20 onwards	zero
Project Manager Contact Name	Steve Baldwin
Contact Telephone	07740 845184, 01633 644713
Contact email	SteveBaldwin@monmouthshire.gov.uk
Authorised by (e.g. Head of Finance or Transport Services)	Name: Roger Hoggins Job Title: Head of Operations Signature: 

SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

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

Georeference for your Active Travel scheme(s):

The scheme seeks to deliver a new pedestrian/cycle bridge across the River Usk about 50 metres east of the existing Abergavenny Stone bridge which is a Scheduled Monument and also Grade II* listed. The new bridge has been sympathetically designed by a renowned bridge Architect and it is proposed that it will become the main river crossing between Llanfoist and Abergavenny for non-motorised users. This will significantly reduce the health and safety risks associated with the existing narrow footway over the existing Abergavenny Bridge.



The proposal for 2018/19 is for all works associated with post-tender and submission of the town planning application.

The primary deliverables will be:

- Discharge and / or variation of any town planning conditions.
- Tender assessment and queries.
- Appointment of Principal Contractor.
- Works commencing on site.
- Principal Designer during construction.
- NEC3 Project Management and Supervision (full-time).
- Provision of an Ecological Clerk of Works (ECoW).
- Monitoring Compliance with the Construction Environment Management Plan (CEMP).
- Supervision of the specialist geotechnical works.
- Provision of a Health and Safety file and Maintenance Manual.

The construction period is estimated to span between Spring to Winter 2018 (quarters 2, 3 and 4 in 2018/2019).

Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

The Five Ways of Working

<p>Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>The new bridge has a design life of 120 years and will use locally sourced robust materials. The bridge will bring together and provide a new enhanced route between the two communities at Llanfoist and Abergavenny which are currently severed by the poor links.</p>
<p>Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>The 2014 study looked at a number of alternative options. An options appraisal on different locations has also been undertaken. These were revisited during the current development process.</p>
<p>Integration – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The proposed bridge will improve a known key weakness in the active travel network in the Abergavenny area. It is likely to increase additional walking and cycling in the area, and increased demands to tackle other weaknesses. This will be addressed through the forthcoming Integrated Network Map.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>Key partners and stakeholders include the local community councils, the Team Abergavenny / Civic Society, the Abergavenny Cycle Group, the Friends of the Castle Meadows, the Design Commission for Wales, Cadw, NRW and other statutory consultees. There have been regular discussions, meetings and presentations of progress.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>See above. In addition there has been two public consultation events, in Autumn 2016 and January 2018 where the public and key stakeholders have provided support for the project.</p>

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>Llanfoist is situated on the south bank of the River Usk, opposite the central parts of Abergavenny on the other bank. The distance between Llanfoist Post Office and Abergavenny Town Hall is about 2.5km by road, 2km walking / cycling and 1.3km as the crow flies. The only connection between Llanfoist and Abergavenny is the A4143 Merthyr Road which crosses the river at Abergavenny Bridge, which is a grade 2* listed structure and also a Scheduled Monument. Part of the existing structure was built in the 17th century and subsequently widened in the 19th century. The carriageway width is typically 6m. There is only one narrow footway, on the downstream (eastern) side, typically no more than 1.5 m wide.</p> <p>As well as catering for traffic between the town and Llanfoist and the neighbouring villages of Govilon and Gilwern, Merthyr Road is also the main approach route into town for traffic approaching along the A465 from the Heads of the Valleys area. In addition it is signed as an alternative route for light traffic travelling along the A40 in order to avoid the town centre. Traffic surveys in 2003 indicated AADT flows of 10,580 southbound and 11,377 northbound.</p> <p>Abergavenny Bridge is also part of NCN46 from Merthyr Tydfil to Hereford. The volume of traffic, the proximity of southbound vehicles, particularly HGVs, to the kerblines, combined with the limited footway (which is sometimes occupied by fishermen casting their rods from the bridge) creates unappealing and unsafe facilities for pedestrians and cyclists.</p> <p>The 2014 study reports suggests that many people who would otherwise walk or cycle between Llanfoist and Abergavenny town centre are deterred solely due to the poor pedestrian and cycling facilities on the bridge. Those with impaired mobility are particularly disadvantaged by the current facilities. This was reiterated and supported by the recent Existing Routes Maps consultation.</p>

	<p>There were previous Welsh Government plans for improved pedestrian and cycle facilities. Circa 2003 WG investigated upgrading the A4143 to form part of the A40 trunk road, in order to enable the existing A40 through the centre of Abergavenny to be detrunked. WG desired to widen the carriageway across the bridge to more readily accommodate HGVs. In a public exhibition in September 2003 it was proposed “to remove the existing footbridge from the eastside of Abergavenny Bridge and provide a separate footbridge/cycleway on the west side, detached from the bridge”.</p> <p>It is believed that CADW objected to any suggestion of cantilevering a footway onto the eastside parapet so as not to detract from the view of the bridge when observed from Castle Meadows. The former Environment Agency’s (now NRW) preference on the other hand was for the cantilevered footway to be on the downstream side, as at times of high flood the water level is higher on the upstream side than downstream. MCC noted that the natural pedestrian desire line was on the downstream side of the bridge. In the event WG decided not to progress the proposal at that time. For further information see the 2014 study, previously provided to Welsh Government.</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>A new active cycle bridge across the river Usk between Llanfoist and the Abergavenny Castle Meadows.</p>
<p>Local Transport Plan Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>Listed in the LTP programme as 4th highest non-Metro priority. The scheme is MCC’s highest Active Travel INM priority for Abergavenny.</p>

Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>
<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
Prosperous & Secure	<ul style="list-style-type: none"> Support People and businesses to drive prosperity Tackle regional inequality and promote fair work Drive sustainable growth and combat climate change 	<p>Appendix B of the MCC LTPs sets out in detail how each proposal in the LTP supports the LTP objectives and in turn how the LTP objectives support the Welsh Government's Wales Transport Strategy Long Term Outcomes, and the Welsh Government's priority areas and focus as set out in the LTP guidance.</p> <p>The analysis shows that the proposal strongly supports improve access for all to employment opportunities (and services, healthcare, education, tourism and leisure facilities), and that it somewhat supports that developments in South East Wales are accessible by sustainable transport.</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment.</p>
Healthy & Active	<ul style="list-style-type: none"> Deliver quality health and care services fit for the future 	<p>The LTP analysis shows that the proposal strongly supports achieving a modal shift towards more sustainable forms of transport, and it somewhat supports improve awareness of active travel opportunities, promoting sustainable integrated travel and</p>

	<ul style="list-style-type: none"> • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>to make the public more aware of the consequences of their travel choices on climate, the environment and health, and ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment</p>
<p>Ambitious & Learning</p>	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	<p>The LTP analysis shows that the proposal strongly supports improving access <u>for all</u> to employment opportunities, services, healthcare, education, tourism and leisure facilities, and somewhat supports improved awareness of active travel opportunities and ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment</p>
<p>United & Connected</p>	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>The LTP analysis shows that the proposal strongly supports improving access for all to services, healthcare, education, tourism and leisure facilities, and somewhat supports ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment</p>

Scheme Objectives

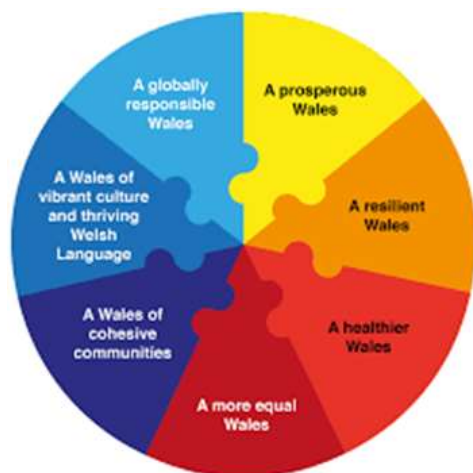
Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Objectives
Local Transport Fund	<ul style="list-style-type: none"> • Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services • Connect communities and enable access to key services • Develop active travel schemes identified in the Integrated Network Maps 	<p>The transport planning objectives defined for the WeITAG stage 1 assessment were:</p> <ul style="list-style-type: none"> • TPO 1 – To develop a shared use route that will contribute toward the aims of the Active Travel Bill, encouraging healthier lifestyles and wellbeing for all; • TPO 2 – To encourage economic regeneration, job creation and inward investment by establishing a shared use trail that links existing businesses and key destinations; • TPO 3 – To reduce the road traffic accident rate of cyclists and pedestrians along Merthyr Road from pre 2013 levels; • TPO 4 – To increase level of usage for non-car forms of transport for shorter journeys between communities, amenities and services within the study area; • TPO 5 – To provide a positive contribution to improving air quality and reducing the negative impacts of transport across the region on the natural and built environment <p>For a complete list of issues, opportunities, and evaluation against WeITAG objectives, see study.</p>
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Improve air quality • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	n/a

2. TRANSPORT CASE

Contribution to Well-being Goals

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



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

Value for Money	
Value for Money (low / medium / high)	No quantitative assessment of the benefits has been undertaken
Benefit Cost Ratio (BCR)	
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	

Impact Assessment

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

<p>Social Impacts Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>The LTP analysis shows that the proposal strongly supports improving access for all to employment sites, services, healthcare, education, tourism and leisure facilities, improving the quality, efficiency and reliability of the transport system and achieving a modal shift towards more sustainable. It somewhat supports reducing the number and severity of road traffic casualties, improving actual and perceived levels of personal security when travelling, improving awareness of active travel opportunities, reducing the impact of the transport system on the local street scene and the natural, built and historic environment and ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WeITAG stage 1 assessment</p>
<p>Cultural Impacts Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.</p>	
<p>Environmental Impacts Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The LTP analysis shows that the scheme somewhat supports reducing the emission of greenhouse gases from transport, reducing the impact of the transport system on the local street scene and the natural, built and historic environment and promoting sustainable integrated travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.</p>

	<p>See also the 2014 study, previously supplied to Welsh Government, which includes a WeITAG stage 1 assessment. An Environmental Impact Assessment has been undertaken in support of the planning application that addresses environmental mitigation measures that have been incorporated into the scheme.</p>
<p>Economic Impacts Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</p>	<p>The expected direct Outcomes are increase of walking and cycling trips along NCN46 and between Llanfoist and central Abergavenny and reduced road safety incidents involving pedestrian and cyclists on existing bridge. Quantitative forecast will be set following before counts.</p>

3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

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

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

Programme

February 2018	Town Planning Application Submitted
March 2018	FY 2018/2019 funding granted
March 2018	Tender Issue
May/June 2018	Town Planning Application Approved
May/June 2018	Contractor Appointment
June 2018	Discharge of Planning Conditions
June 2018	Completion of CEMP
August - October 2018	Works in Watercourse
February 2019	Completion of works on site
February - March 2019	Final account, Health and Safety File and Maintenance Manual.

Risks

1. Contractor prices being more than funding application.
2. Structural capacity of the existing bridge, which is a grade 2* and Scheduled Monument has not been assessed in 18 years. If it is shown that the bridge is unable to withstand the loading imposed by a crane there will be a delay to programme, impact on costs and possible design changes may be required.
3. Planning approval not being granted until after the tender returns are received. This could impact cost and programme.
4. Lead-in times for materials could extend construction programme.
5. Conditions of planning affecting the design after tenders returned.
6. Objections to planning from Natural Resources Wales and a minority of local stakeholders.
7. Inclement weather in summer delaying works and extending into environmental constraints window.
8. If the scheme requires lighting on the bridge and the meadows then this will affect the programme delivery and could result in the construction of the activities in the watercourse within the shad spawning season.

Mitigation Measures

1. A separate funding exercise has been undertaken by another team in WSP to confirm envisaged pricing.

2. A structural assessment of the bridge will be undertaken prior to construction.
3. Not possible to mitigate this because of the desire to complete construction in FY18/19.
4. Advice on lead-in times has been sought on the timber elements from specialist suppliers.
5. Consultation with the planning team in MCC has been undertaken throughout the design phase.
6. Regular consultation between NRW and the stakeholders has been undertaken. In terms of NRW an objection is likely because of the strict cap they allow on flood increase. The flood increases have to be viewed in context to the scheme as the affected properties are currently flooded in extreme flood events. The context of the flood impact has been presented to MCC. It was agreed in a planning meeting that it is likely that MCC will ignore the objection by NRW with this in mind.
7. Works to start in the watercourse at the earliest possible opportunity.
8. It has been recommended not to include lighting in the design and the situation can be monitored with potential for lighting to be incorporated at a future date.

4. FINANCIAL CASE

Financial expenditure profile

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

	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys	89	-					
Design	503	33					
Land Purchase		-					
Accommodation Works		Inc. in construction					
Construction		2,100					

Project Management	20	270					
Monitoring and Evaluation	2	12					
GROSS TOTAL	524	2415					
Match funding amount, percentage contribution and funding source(s) (<i>insert name of organisation</i>)	24						
NET TOTAL	500	2415					

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 FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	-	-	-	-
Design	33	-	-	-
Land Purchase	-	-	-	-
Accommodation Works	-	-	-	-
Construction	-	-	1,200	900
Project Management	10	75	100	85
Monitoring and Evaluation	1-	3-	4-	4-
GROSS TOTAL	44	78	1304	989

Match funding amount, percentage contribution and source(s) (<i>insert name of organisation</i>)	-	-	-	-
NET TOTAL	44	78	1304	989

5. COMMERCIAL CASE

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

The detailed design is being undertaken a design team comprising WSP and Knight Architects (KA) who have worked on the scheme since its inception. Knight Architects were appointed following an early meeting with the Design Commission for Wales.

The design team have worked collaboratively on this scheme developing the outline design on a challenging site. The design team has also undertaken a number of stakeholder engagement exercises including one early stage public consultation and a subsequent stakeholder workshop at WSP design office in Cardiff. On both occasions there was unanimous support for the bridge.

The contractual arrangement with WSP will be under the existing NPS framework where the contract length will again span for one year. Knight Architects are procured directly through WSP as a sub-consultant.

WSP is a multi-disciplinary global company with an expertise in the design of footbridges, town planning and environmental processes, dealing with historically sensitive sites and Scheduled Monuments. WSP Cardiff has recently worked on the restoration of the Grade 2 listed Wyebridge, Chepstow and is currently undertaking the enhancement and alteration of the Wyebridge, Monmouth. Both of these schemes have involved regular dialogue between WSP and stakeholders such as NRW, Cadw and the Monmouthshire County Council Heritage and Conservation departments.

The construction of a new 22m footbridge was commissioned by the Blaenau Gwent County Council and spans across the River Ebbw in Aberbeeg. This was recently completed on site. WSP are also currently designing a state-of-the-art FRP bowstring footbridge in Emerson's Green, Bristol.

Knight Architects is an award-winning studio with experience in projects around the world. Their portfolio includes the Merchant Square Footbridge in London, the winner of the RIBA London Award 2016. Martin Knight is an internationally recognised specialist bridge Architect and is a panel member on the Design Commission for Wales.

The Contractor will be appointed through the South East Highways Framework (SEWH). The works will either be procured under Lot 10.

MONITORING AND EVALUATION

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

Monmouthshire County Council will be collecting before and after data on walking and cycling trips across River Usk and number of road safety incidents involving pedestrian and cyclists on existing bridge. Additional counters are due to be installed in 2018.