


**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	A40/A466 Wyebridge Junction Improvement Monmouth
Existing or New Scheme	Existing
Grant (please select one)	Local Transport Fund
Date of Scheme	Start July 2019 Estimated Completion Spring 2019
Scheme Category	Integrated Transport / Highways / Active Travel
Funding required for 2018-19	£3805k
Total funding required to complete scheme from 2019-20 onwards	£510k
Project Manager Contact Name	Christian Schmidt
Contact Telephone	07471 479238
Contact email	Christianschmidt@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 consists of multi-function highway /road safety/active travel upgrade to improve connectivity and sustainable travel between Monmouth town centre and suburbs on the east bank, in conjunction with capacity improvements at a critical junction on the strategic cross border A40 trunk road connecting south Wales with the Midlands.

The schemes principal features are:-

- Widening of the southbound A40 approach to create three lanes, one dedicated for left turning traffic onto Wyebridge and two for straight ahead traffic, and associated junction modifications.
- Repositioning of carriageway on Wyebridge to create a 2.7m wide footway, currently 1.7m, on the well-used upstream side footway.
- Construction of a cantilevered radial footway at the north-west corner of Wyebridge in contemporary materials to maintain continuity of pedestrian facilities.
- Remodelled approaches to the extended pedestrian underpass to eliminate blind 90° bend and create DDA compliant approach ramps

Several studies have been undertaken concerning the scheme. The A40 Wye Bridge Junction Report October 2012 by Capita Symonds considered the capacity implications of two options to improve junction capacity, and the A40/A466 Wyebridge Junction Improvement Feasibility Report October 2013 by Parsons Brinkerhoff addressed the practicality of the preferred option and prepared preliminary designs and cost estimates.

Subsequently Parsons Brinkerhoff undertook the following environmental studies - Habitats Regulations Assessment Screening, Preliminary Ecological Appraisal, Flood Consequences Assessment and Air Quality Assessment, and more recently consulted with stakeholders and prepared a Design Consideration report and draft Pre Construction Information Pack. Structural condition assessments, geotechnical investigations and bat surveys have been undertaken recently.

In spring 2017 WSP/Parsons Brinkerhoff completed a construction methodology report. This highlighted the complexity of constructing the upstream widening of the westernmost arch in conventional materials to mirror the existing downstream widening, as originally proposed. This led to a design modification amending the geometry and proposing contemporary lighter materials which would simplify construction, with the added benefit of improving pedestrian facilities on the bridge.

Detailed design and contract preparation are nearing completion. Following pre application discussions with CADW and Monmouthshire CC Heritage representatives an application for listed building consent was submitted in December 2017. It is anticipated site works could commence in July 2018 and be completed within the forthcoming financial year. This bid is therefore for funding for construction works for the scheme.

Considerable traffic data exists, but quantitative pedestrian data is lacking. Pedestrian surveys will be undertaken prior to construction works commencing to obtain data to compare with post works monitoring.

The feasibility study report referred to was submitted with last year's LTF bid, and is attached hereto for ease of reference. Updated drawings showing the proposed general arrangement, structural details and landscaping are attached separately.

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	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	It is expected the proposed works will have a design life of 50+ years.
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	The initial option explored to improve junction capacity was the widening of Wye Bridge to create two lanes on the A466 approach. Early in the process the significant disparity between traffic flows on the two A40 approaches was identified, and the current scheme developed and assessed alongside the original scheme. The assessment indicated the current scheme had greater traffic benefits, cost less, had limited environmental impact and was acceptable to CADW
Integration – please describe how you have considered the well-being objectives of other public bodies.	The impacts of the scheme have been considered in the environmental studies and assessments described in the scheme description, and in discussions with CADW.
Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.	The A40 is a trunk road (the A466 Wyebridge is a county highway) and the scheme has been progressed in collaboration with WG Transport Network Management Division. . There has also been collaboration with NRW, CADW, Glamorgan & Gwent Archaeological Trust, and Monmouth Town Council.
Involvement – please describe who you have involved and how, in the development and appraisal of your proposal	As well as involving the foregoing organisations local elected members and the general public have been involved. The proposals have been presented to local county councillors and members of the town council. A two day public exhibition was held in July 2017, at which the proposals were well received and generally supported.

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</p> <p>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>Both the A40 and A466 have frequent issues with traffic delays, with the junction operating at or over capacity at peak times. Primarily as a consequence of prohibited movements at the junction the A40 southbound flows exceed northbound flows by 25%, and the southbound approach is particularly prone to extensive queuing, especially during evening peak periods when queuing back through and well beyond Dixton Roundabout towards the border with England is not uncommon. In the morning peak period extensive delays occur on the A466 Wyebridge approach when traffic approaching from the Forest of Dean can take over 20 minutes to travel the last half mile.</p> <p>There is no at grade facility for pedestrians to cross the A40. The pedestrian subway, constructed as part of the A40 dualling in the 1960s, is intimidating to pedestrians, incorporates blind 90° bends at either end, and has approach ramps which do not comply with current DDA standards. During hours of darkness some pedestrians choose to cross at grade, presumably because of personal security concerns in the subway.</p> <p>As well as connecting Wyesham with Monmouth, Wye Bridge is used extensively by pedestrians between the town centre and both Riverside Caravan Park and Hadnock Road Industrial Estate. It is also used regularly by school pupils, Monmouth School pupils walking in groups between the school and its sports facilities on the Wyesham side, and many Comprehensive School pupils living in Wyesham cross the bridge twice daily. There are footways of similar width, 1.7m, on both sides of the bridge although the downstream footway is rarely used (there being no continuity at the A40) and pedestrians on the often congested upstream footway walk close to the live carriageway and sometimes spill onto it.</p>

	<p>Air quality is a concern to local residents. Local monitoring indicates the locality is close to being an Air Quality Management Area.</p> <p>The recently approved LDP allocates land in Monmouth for 450 dwellings and 6.5 hectares for employment use in the 5 year plan period.</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>The scheme aims are to create a junction which:-</p> <ul style="list-style-type: none"> • operates within capacity and eliminates delays at all times • improves the environment for pedestrians wishing to cross the A40 and improves pedestrian facilities on and adjacent to Wye Bridge, thereby improving perceptions of personal safety and hence increases walking as a mode of transport between the town centre and it's eastern suburbs. • improves air quality.
<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>The scheme is included in the Monmouthshire LTP as second highest non-metro scheme.</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/dsijg/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 LTP sets out in detail how each proposal in the LTP supports the LTP objectives and how in turn these 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 LTP analysis shows that the proposal strongly supports improving access for all employment opportunities, services, healthcare, education, tourism and leisure facilities and helps improving the quality, efficiency and reliability of the transport system and reducing traffic congestion and makes better use of the existing road system.</p>
Healthy & Active	<ul style="list-style-type: none"> Deliver quality health and care services fit for the future Promote good health and well-being for everyone Build healthier communities and better environments 	<p>The scheme will improve pedestrian facilities and perceptions of safety, encouraging more sustainable travel between local communities either side of the River Wye, and help improve air quality in the locality.</p>
Ambitious & Learning	<ul style="list-style-type: none"> Support young people to make the most of their potential Build ambition and encourage learning for life Equip everyone with the right skills for a changing world 	<p>Pupils of Monmouth's three secondary schools use the bridge extensively to walk from one side of the river to the other, and it is also well used by other children outside school times. The scheme will make conditions safer for pedestrians and give parents and children more confidence in walking as a mode of transport.</p>
United & Connected	<ul style="list-style-type: none"> Build resilient communities, culture and language Deliver modern and connected infrastructure Promote and protect Wales' place in the world 	<p>See above boxes. Specifically the scheme will improve sustainable travel between Wyesham and adjacent areas with the town centre and the rest of Monmouth.</p>

Scheme Objectives

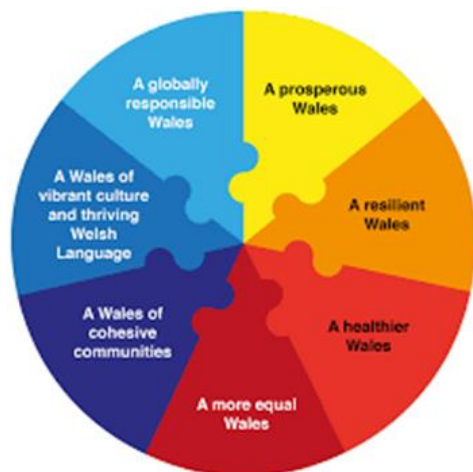
Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

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 scheme objectives are:-</p> <ul style="list-style-type: none"> • To remove a traffic bottleneck on a major trunk road between the industrial areas of south Wales and the Midlands, eliminating a barrier to economic activity in the region. • To encourage active and sustainable travel by providing safer and more pleasant facilities for pedestrians wishing to travel between the town centre and local schools on the west bank with Wyesham and adjacent areas on the east bank. • To improve air quality, particularly to benefit those living and walking adjacent these busy 'A' class roads.
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
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Neutral
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	Neutral
A globally responsible Wales	Positive

Value for Money	
Value for Money (low / medium / high)	High
Benefit Cost Ratio (BCR)	2.47
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	N/A

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 scheme will improve pedestrian facilities and perceptions of safety, encouraging more physical activity and more sustainable travel between local communities either side of the River Wye.</p> <p>The widened footway on Wyebridge will result in greater separation between vehicular traffic and pedestrians, improving safety.</p> <p>Improved lighting on footway links and elimination of the 90° blind bend at the end of the subway will improve personal safety.</p> <p>The scheme will result in easier access to the Hadnock Road Industrial area for both pedestrian and vehicular traffic, and help minimise the sense of severance between communities on either side of the river.</p>
<p>Cultural Impacts Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting</p>	<p>New traffic signs provided as part of the scheme will be bi-lingual, replacing existing signs some of which are mono-lingual.</p>

<p>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 air quality assessment indicates that the scheme will result in a small but discernible improvement in air quality. Reduced congestion should result in less stop start traffic and hence reduce traffic noise. Some vegetation adjacent the existing embankment will be lost to accommodate the widened A40 carriageway, but a soft landscaping scheme will create a more attractive environment once established. Glamorgan and Gwent Archaeological Trust (GGAT) will have a watching brief during site works, potentially revealing items helping to inform the history of the locality, once the site of riverside wharfs.</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 key benefit for vehicular traffic will be a junction on a strategic trunk road operating within capacity at all times, eliminating delays which currently occur regularly and often extensively at peak periods.</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.

Statutory procedures: - Land acquisition is not required, all the necessary works being confined to the public highway or land in Monmouthshire CC ownership. The works are permitted development hence there is no requirement to submit a planning application.

Listed Building Consent is required for the proposed alterations to Wye Bridge, a grade II listed structure. Following scheme development in association with heritage architects and a pre-application meeting with CADW and MCC heritage representatives an application was submitted to MCC in December 2017. Having taken on board suggestions made by the heritage officers it is considered the risk of the application being refused is small. Determination is anticipated 12- 14 weeks from submission.

The scheme does not require any permanent Traffic Regulation Orders to be made. (Temporary Orders will be required during construction).

The recent modifications to the design of the westernmost arch widening simplify construction works by avoiding the need for supporting formwork to be located in the river (not desirable in winter when river levels are more likely to be high) and hence allow more flexibility over programming than previously anticipated. It is now envisaged site works commence towards the end of July, at the end of school term, with an 8 month contract period. This should minimise inconvenience to schoolchildren and allow for temporary arrangements for pedestrians to be implemented during the school holidays.

Considerable traffic data exists, but quantitative pedestrian data is lacking. Pedestrian surveys will be undertaken this spring to obtain data to compare with post works monitoring.

The feasibility study report referred to was submitted with last year's LTF bid, and is attached hereto for ease of reference. Updated drawings of the general arrangement and key features are also attached together with a works programme.

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	115	0	0	0	0	0	115
Design	327	25	0	0	0	0	352
Land Purchase	0	0	0	0	0	0	0
Accommodation Works	0	0	0	0	0	0	0
Construction	0	3750	500	0	0	0	4250
Project Management	27	25	5	0	0	0	57
Monitoring and Evaluation	0	5	5	0	0	0	10
GROSS TOTAL	469	3805	510	0	0	0	4784
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	27	25	5	0	0	0	57
NET TOTAL	442	3780	505	0	0	0	4727

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	0	0	0	0
Design	25	0	0	0
Land Purchase	0	0	0	0
Accommodation Works	0	0	0	0
Construction	200	1000	1250	1300
Project Management	6	6	6	7
Monitoring and Evaluation	5	0	0	0
GROSS TOTAL	236	1006	1256	1307
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>	6	6	6	6
NET TOTAL	230	1000	1250	1300

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?

Procurement will form part of our discussions with Welsh Government Transport Network Discussions before final procurement arrangements are decided. At this stage it is anticipated that the contract will be awarded in accordance with the NEC contract utilising the South East Wales Highways and Civil Engineering Framework for works in the £2–5m category. Contractors on the list are well experienced in civil engineering works of this scale. The contract length is anticipated to be 6-8 months.

MONITORING AND EVALUATION

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

A40 flows will be monitored by WG ATC site 274. This will be augmented by junction turning counts and queue length surveys within 12 months of completion to replicate base line data and assess scheme benefits to vehicular traffic. The target and expectation is that queuing delays will be avoided, i.e. all vehicular traffic will pass through the junction after a maximum of one phase of red lights.

Pedestrian and cyclist surveys will be undertaken prior to scheme commencement and repeated after completion to assess change in modal travel across Wye Bridge. The target is that pedestrian and cyclist usage will increase by at least 15%.