

SUBJECT: Capital funding approval for A40 Wyebridge Transportation Improvement Scheme

MEETING: Council

DATE: 20th September 2018

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

To seek members approval for capital funding of £300k as a contribution towards the proposed traffic and pedestrian improvements on the Wyebride/ A40 which is a joint scheme with welsh government. The majority of the of the costs of this scheme will be met by Welsh Government via their pinch point funding programme however a condition of the grant is that MCC make a £300k contribution and also take on the risk of any overspend for the scheme. In addition members are asked to approve and allow for the continuity and employment of WSP consultant engineers to assist with the procurement and supervision of this project.

2. RECOMMENDATIONS:

- I. That Members approve a capital expenditure budget of £4.17m for the A40 Wyebridge Scheme.
- II. That members approve funding of the above project by the following council resources :-
 - £50,000 S106 funding from the former Wyesham Infants School Development.
 - £50,000 from MCC ATA allocated funding.
 - £200,000 loan to be repaid from the Highways Revenue budget over 20 years.

This together with the £3.87million funding provided by WG will fund the £4.17m total cost of the project.

- III. That Members agree to meet the conditions for funding, that MCC takes on the risk associated with any overspend of the works.
- IV. That MCC continue to employ WSP consultant engineers to complete the design, oversee the procurement process and construction of the works in accordance with the ICE conditions of contract and MCC financial regulations.
- V. That the Cabinet Member, in discussion with the Head of Operations, negotiate favourable terms of the final agreement with the Welsh Government.

3. KEY ISSUES:

The A40 Wyebridge Transportation Improvement Scheme will create an improved junction with capacity for flows at all times, overcoming the extensive congestion and delays currently occurring on the A40 trunk road and A466 Wye Valley Road at peak times.

The A40/A449 route is a key a trunk road corridor between south Wales and the Midlands, probably the third most significant corridor between Wales and England, and important to the Monmouthshire and Welsh economy including the promotion of successful major events and functions throughout the region. In addition the scheme also compliments the current strategy of improving the A465 Heads of the Valleys route to provide better access to Swansea and west Wales as an alternative to the M4 as well as improved resilience on the A40 in the event of accidents or breakdowns.

The scheme will also create improved facilities for pedestrians using Wyebridge and the adjacent subway between Wyesham and the town centre, in accordance with the Equalities Act and Active Travel Legislation. (The council is investigating the possibility of complimentary pedestrian facility improvements on the town side of the A40 as part of separate developments).

The cost of the works is estimated at £4.17M and well beyond that which the council could meet from its normal budget. However the Welsh Government have identified funding for this scheme as part of its 'pinch point' programme subject to MCC also making a financial contribution. The condition for this joint project would require a contributions from the council of £150,000 in the forthcoming financial year (2018/19) and the same amount in 2019-20, a total of £300,000.

4. OPTIONS APPRAISAL

Various options have previously been given to improving traffic flows on the A40 and access to the A466. Unfortunately the option of providing an additional river crossing and other potential solutions has proved costly and would be difficult to achieve.

The option of widening the approach to the Wyebridge on the south approach of the A40 to the traffic lights.A40/has been identified as the preferred arrangement. This scheme offers an increased traffic capacity and in particular during peak times, along with improvements for pedestrian links with the town.

The scheme does not require planning permission however key stakeholders have been consulted and a public exhibition was held during 2017. The outcome of this consultation demonstrated strong supports for the benefits that the scheme has to offer in both terms of improved capacity of traffic on the A40 and access to A466. In addition the scheme offers enhanced pedestrian facilities to and from the town via new pedestrian access arrangement at the subway.

5. EVALUATION CRITERIA

The Feasibility Report supports the widening of the A40 southbound approach which offers a cost effective project for improving traffic capacity and pedestrian access at this location. Other options including the widening of the Wyebridge were considered however they provided improvement with traffic flow and were not favoured by CADW.

The data and analysis of this report along with other information collected as part of the scheme development are at the request of Welsh Government to be presented in a WeITAG format in order to satisfy their internal audit process.

6. REASONS:

The reasons for the recommendations under point 2 are outlined in this report. The proposed action of implementing the scheme will improve the quality of life for residents of Monmouthshire and help both the local and regional economy, and as supported within the Feasibility Study and WeITAG report.

RESOURCE IMPLICATIONS:

The funding from MCC would be met from the capital programme and total £300k. This would be made up from a combination of £200k capital borrowing with a revenue charge over the 40yr design life of the scheme and £100k from other capital sources including s106 and ATA grant. The resources required to procure and undertake the project including supervision etc are to be met from within the overall allocated budget for the scheme.

Welsh Government have also included a condition that MCC take on the liability of any costs above the estimated and members should be aware that it is a common occurrence for construction project to over run in both time and budget, however the members may be reassured that the current estimated cost is based upon a detailed design and includes an additional 30% budget in accordance with the HM Treasury Optimism Bias guidance.

7. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):

The main equality impacts identified in the assessment (Appendix 1) are summarised below for members' consideration:

- Improves access for non-motorised users and supports health & well-being as well as tourism.
- A reduction in traffic congestion and better connecting the local community, as well as improving transport links to Monmouthshire and the region.

The actual impacts from this report's recommendations will be reviewed initially after 1 year of the opening of the scheme and in a format to meet the monitoring requirements of the Welsh Government.

CONSULTEES:

SLT and Central Monmouthshire Area Committee

8. BACKGROUND PAPERS:

Evaluation Criteria & Future Generations Evaluation
Presentation to Central Monmouthshire AC 28th July 2018 (attached link)

9. AUTHOR:

Paul Keeble Group Engineer Highways

10. CONTACT DETAILS:

Tel: 01633 644733; E-mail: paulkeeble@monmouthshire.gov.uk

Evaluation Criteria – Cabinet, Individual Cabinet Member Decisions & Council

Title of Report:	Wyebridge A40 Transport Improvement Scheme
Date decision was made:	
Report Author:	Paul Keeble

What will happen as a result of this decision being approved by Cabinet or Council?

What is the desired outcome of the decision? Approval of capital funding as a contribution towards the scheme and allow the Wyebridge A40 Transport Scheme to proceed to construction as detailed within the report.

What effect will the decision have on the public/officers? To improve traffic capacity and pedestrian access at the Wyebridge A40 Junction.

12 month appraisal

Was the desired outcome achieved? What has changed as a result of the decision? Have things improved overall as a result of the decision being taken?

What benchmarks and/or criteria will you use to determine whether the decision has been successfully implemented?

The Feasibility and WelTAG report provide information that will allow the post monitoring to demonstrate that the scheme is successful and that the correct decision was taken.

In addition Welsh Government may require monitoring data as part of their post monitoring and auditing processes.

12 month appraisal

Paint a picture of what has happened since the decision was implemented. Give an overview of how you fared against the criteria. What worked well, what didn't work well. The reasons why you might not have achieved the desired level of outcome. Detail the positive outcomes as a direct result of the decision. If something didn't work, why didn't it work and how has that effected implementation.

What is the estimate cost of implementing this decision or, if the decision is designed to save money, what is the proposed saving that the decision will achieve?

The estimated cost of the contract, including supervision cost, is estimated at £4.17M. MCC is being asked to contribute a total of £300,000.

12 month appraisal

Give an overview of whether the decision was implemented within the budget set out in the report or whether the desired amount of savings was realised. If not, give a brief overview of the reasons why and what the actual costs/savings were.

Any other comments:

The Weybridge A40/A466 Junction scheme not only offer an improved strategic transport link to the region via the A40, but also provides enhanced access for Monmouthshire residents east of the Wye River as well as benefiting the local economy and tourism of Monmouth Town.



Future Generations Evaluation (includes Equalities and Sustainability Impact Assessments)

<p>Name of the Officer completing the evaluation Paul Keeble (Group Engineer)</p> <p>Phone no: 01633 644733 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal The proposal aims to improve junction capacity and pedestrian facilities at A40/A466 Wyebridge Junction Monmouth</p>
<p>Name of Service Highways, Operations</p>	<p>Date Future Generations Evaluation form completed 30th August 2018</p>

NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc

- 1. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The proposal will reduce delays and congestion on a key strategic route between south Wales and the Midlands, assisting economic development in these areas.</p>	
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>		

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>The proposal will improve pedestrian links between communities on either side of the River Wye, encouraging more pedestrian movement between Wyesham/Mayhill and the town centre.</p> <p>The proposal will result in a slight reduction in atmospheric pollution due to improved traffic flow, creating a healthier environment for people living nearby and travelling, including walking, through the junction.</p>	
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>The proposal will create safer pedestrian links between communities on either side of the River Wye, encouraging more pedestrian movement between Wyesham/Mayhill and the town centre</p>	<p>Disruption will occur during construction works. The contractor will be invited to submit method statements in support of their tenders and this will include how they plan to carry out the works etc. This will form part of the tender assessment with the aim of achieving innovative approach to limit impact upon traffic and pedestrians.</p>
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>		
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>		
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>Improved pedestrian facilities will make it easier for disabled persons to travel.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	between communities on either side of the River Wye.	

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p data-bbox="129 751 262 778">Long Term</p> <p data-bbox="309 539 510 783">Balancing short term need with long term and planning for the future</p>	<p data-bbox="533 539 1330 655">There are no current proposals to undertake future highway works relating to this junction after implementation of this scheme.</p>	
 <p data-bbox="112 1066 280 1093">Collaboration</p> <p data-bbox="309 858 510 1102">Working together with other partners to deliver objectives</p>	<p data-bbox="533 821 1317 986">The scheme is being developed in conjunction with the Welsh Government which is responsible for the A40 trunk road (MCC being responsible for A466 Wyebridge).</p> <p data-bbox="533 1018 1323 1134">To date consultation has been undertaken with NRW, Cadw, Gwent and Glamorgan Archaeological Trust and statutory undertakers.</p>	
 <p data-bbox="123 1390 277 1417">Involvement</p> <p data-bbox="331 1177 510 1374">Involving those with an interest and seeking their views</p>	<p data-bbox="533 1173 1317 1321">The scheme mainly affects those travelling through the junction and people living or working in the locality. A public exhibition was held in 2017 in order to explain the proposal and give people the opportunity to express their views.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention Putting resources into preventing problems occurring or getting worse</p>	<p>One of the scheme objectives is to minimize traffic congestion and delay rather than allow it to get worse.</p>	
 <p>Integration Considering impact on all wellbeing goals together and on other bodies</p>	<p>Yes. Part of the rationale of the scheme is to improve facilities to encourage sustainable travel within Monmouth.</p>	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or alanburkitt@monmouthshire.gov.uk

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The scheme will create safer facilities for pedestrians, including the large number of school pupils and older residents who use the bridge, to cross the river.		

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Disability	The scheme will improve pedestrian facilities, making it easier for disabled persons to travel between communities on either side of the River Wye.		
Gender reassignment			
Marriage or civil partnership			
Pregnancy or maternity			
Race			
Religion or Belief			
Sex			
Sexual Orientation			
Welsh Language	New traffic signs installed as part of the scheme will be bilingual Welsh and English		

4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities? For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding			
Corporate Parenting			

5. What evidence and data has informed the development of your proposal?

In addition to the detailed feasibility report, a WeITAG scheme appraisal report is currently being prepared. This will include all the supporting information for the justification of the scheme including evidence and data collected as part of the scheme development. Information collected in order to inform the recommendations of the report include the undertaking of automatic and manual traffic surveys, queue length surveys and traffic accident data.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The main positive impacts are the minimising of traffic delays and congestion currently occurring at the junction, improved pedestrian facilities and reduction in atmospheric pollution. The main negative impact is the disruption during construction works.

7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Complete WeITAG	September 2018	MCC/WG	
Invite and evaluate tenders	December 2018	MCC/WG	

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8. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	Autumn 2019
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9. VERSION CONTROL: The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Confirm appointment of consultants	May 2017	completed
2	Seek approval for capital allocation, continuation of WSP as consultants and MCC acceptance of risk.	September 2018	
3	Invite Tenders	October 2018	
4	Appoint main contractor	December 2018	