



Monmouthshire County Council

INTEGRATED WELL-BEING APPRAISAL

Severn Tunnel Junction Links - Phase 1 (Undy to Rogiet)



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TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70107469

OUR REF. NO. RTU-WSP-00-XX-RP-Z-0006

DATE: DECEMBER 2024

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QUALITY CONTROL

Issue/revision	First issue	Revision 1
Remarks	Draft	First Issue
Date	20/12/2024	19/01/2026
Prepared by	Grace Wootton	Grace Wootton
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Checked by	Gwyn Davies	
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Authorised by	Stephen McAllen	
Signature		
Project number	70107469	
Report number	RTU-WSP-00-XX-RP-Z-0006	

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1 INTRODUCTION

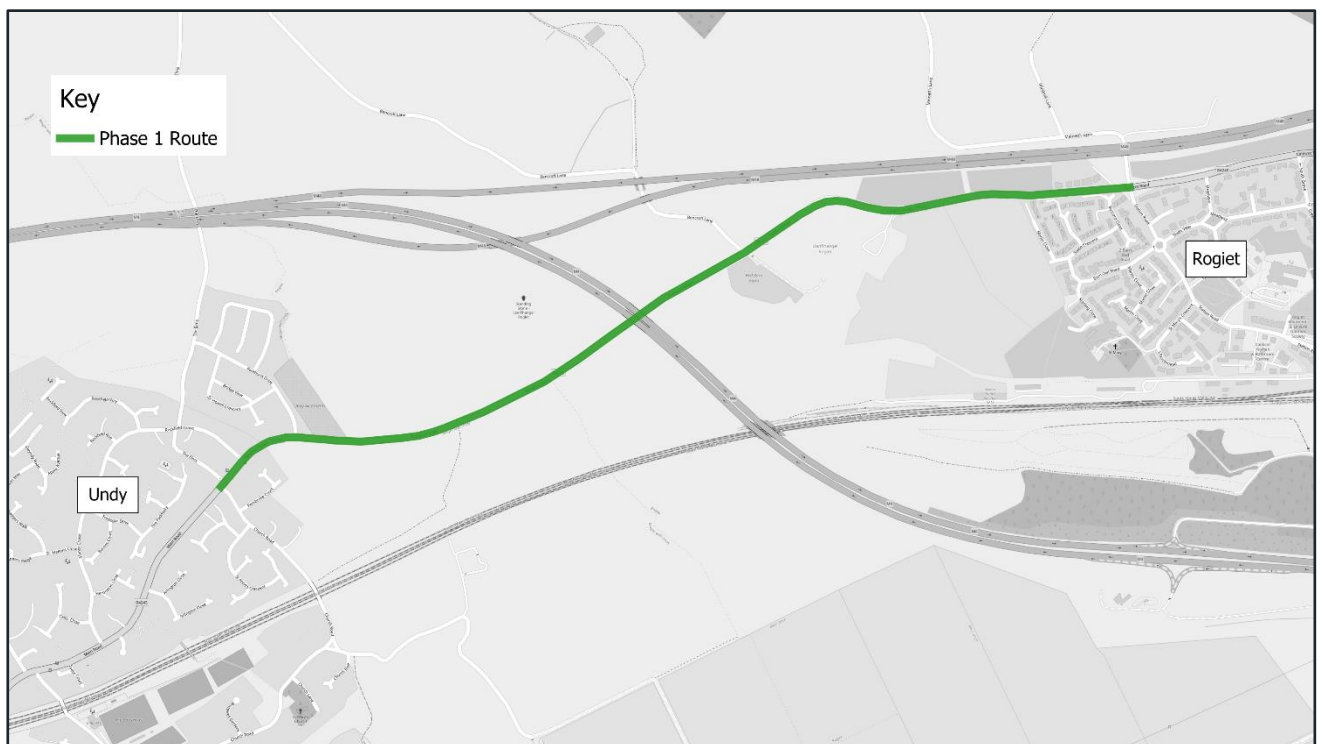
1.1 STUDY CONTEXT AND BACKGROUND

Monmouthshire County Council (MCC) have commissioned WSP to develop a WelTAG Stage Three (Full Business Case) study of a shared-use active travel route along the B4245 between Undy and Rogiet. It is the next stage to a previous combined WelTAG Stage One & Two study that appraised options for an active travel route extending between Undy and Rogiet in line with the latest WelTAG guidance at the time of writing.

The Stage One & Two study concluded that out of a short-list of options, a route running parallel to the B4245 between Undy and Rogiet (Option 1) should be taken forward to the detailed design stage for a full business case appraisal. Before being finalised, the WelTAG Stage One & Two report was reviewed by a Review Group on 19th December 2022. The Review Group concluded in support of the recommendations made within the WelTAG Stage One and Two Report.

The aim of the Stage Three study is to make a full and detailed assessment of the preferred option identified and to consider any new contextual information since the production of the Stage One and Two report. The study area and route option that has been considered as part of this WelTAG Stage Three is illustrated in **Figure 1-1**.

Figure 1-1 Severn Tunnel Junction Links – Phase 1 Route

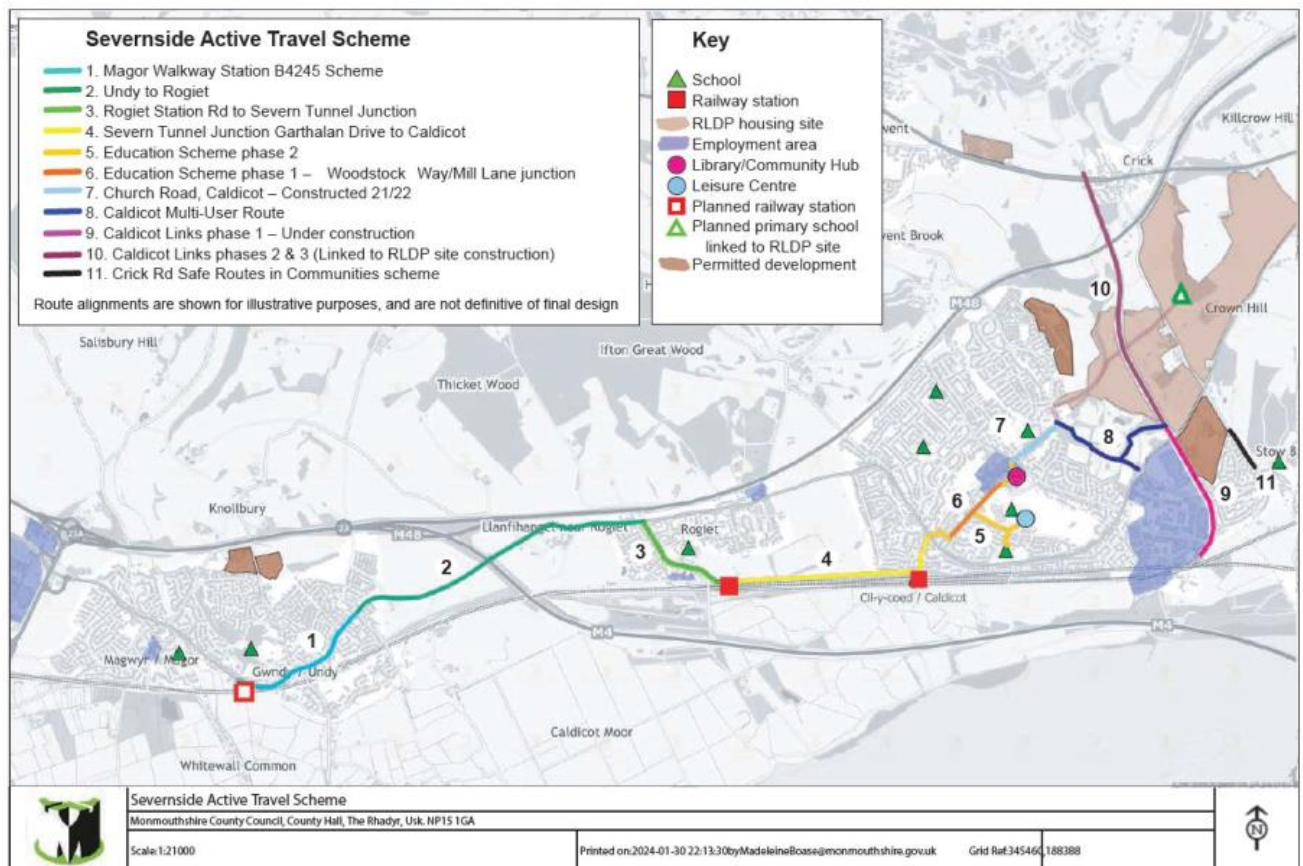


This active travel route forms part of the aspirational Severnside active travel route, which is intended to both improve access to Severn Tunnel Junction and provide a direct, safe, and attractive active travel route to Caldicot from areas to the west, including Undy, Magor, and Rogiet.

Phase 1 of the route, which is considered as part of this study, extends from the B4245/Church Road junction (Undy) to the B4245/Station Road junction (Rogiet), with **Phases 2 and 3** covering the sections of the route between Rogiet and Caldicot, incorporating access to Severn Tunnel Junction. It should be noted that a separate WelTAG Lite is being undertaken to develop the Phases 2 and 3 sections of the route.

The aspirational Severnside active travel route is illustrated in **Figure 1-2**. The Severn Tunnel Junction Links Phase 1 scheme is coloured in dark green (2).

Figure 1-2 Severnside Active Travel Scheme



1.2 STUDY AREA

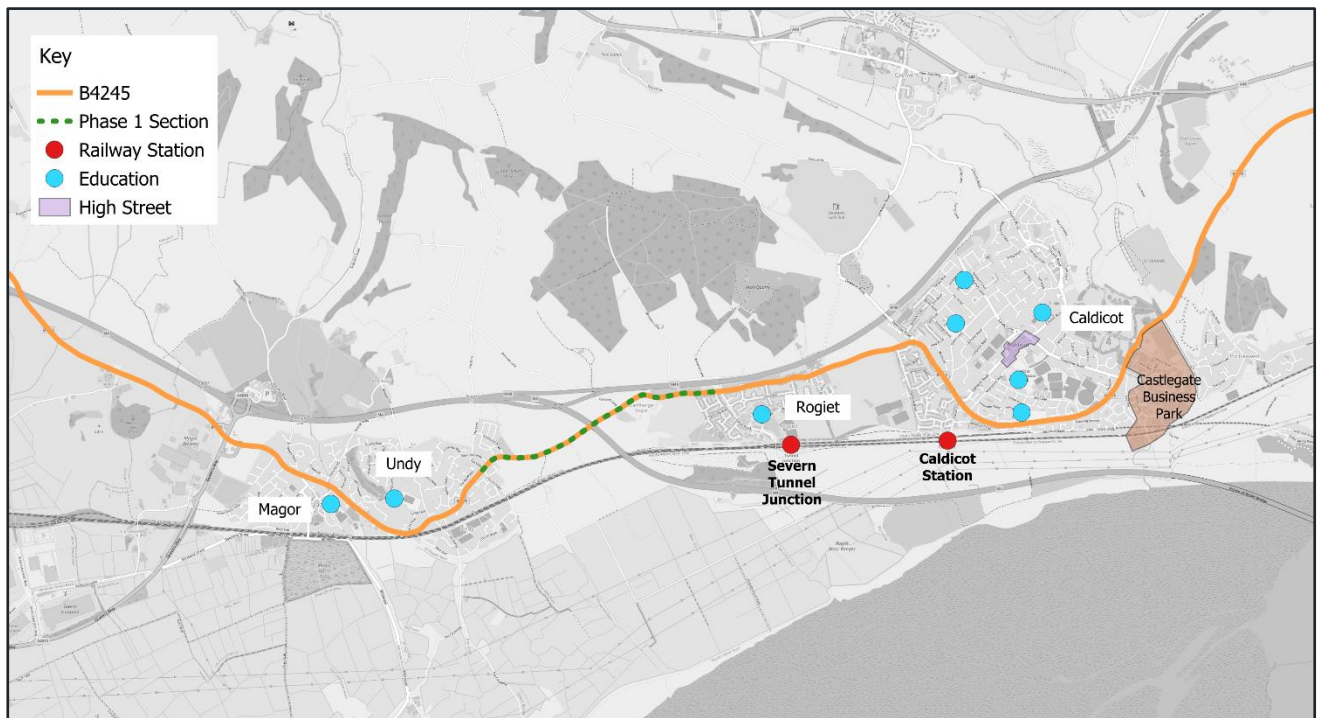
The B4245 is the primary road connecting Rogiet and Undy. Beyond the two villages, the B4245 extends to the A48 Chepstow Road to the west and the A48 at the Parkwall Roundabout in Crick to the east.

The B4245 serves an important purpose for the study area by providing access to a range of services and amenities in nearby areas, such as education, , employment, and businesses, as well as the local high streets of Caldicot. It also provides access to residential areas and other important transport links such as Severn Tunnel Junction and bus services that link settlements along the route to more populous areas such as Chepstow, Newport, and Bristol.

The focus of this study is on the section of B4245 between Undy and Rogiet, from the Church Road junction (Undy) to the Station Road junction (Rogiet). Along this section, the B4245 is subject to a 40mph speed limit, with no footway provided for a 1.21km section of the route, including at the M4 underbridge.

The study area in the context of the wider B4245 is shown in **Figure 1-3**.

Figure 1-3 Strategic Context – Severn Tunnel Junction Links Phase 1



1.3 STAKEHOLDER ENGAGEMENT

The development of this WeTAG Stage Three has been informed by engagement undertaken with key stakeholders and the local community. The engagement undertaken was centred around two stakeholder workshops and one public consultation:

- **Internal officer design review** – details of the background to the project and current detailed design proposals of the proposed option were presented to stakeholders within MCC and discussed;
- **Severnside Area Committee Forum** – WSP were invited to attend a Committee Forum meeting, where details of the proposed design and progress of the WeTAG were discussed, to gather the views of key stakeholders in the local community; and
- **Public consultation** – the public were invited to provide feedback on the detailed design of the proposed route, which took place at an in-person event and over an online consultation period. Feedback was obtained through a questionnaire.

Additional feedback by key stakeholders has also been provided outside of the consultation events, through written feedback from Rogiet Community council and Magor with Undy Town Council.

The full findings of the stakeholder engagement activities, including how stakeholder feedback has been utilised within this study, is outlined in an Engagement Summary Report (RTU-WSP-00-XX-RP-Z-0001) provided in **Appendix A**.

1.4 PURPOSE OF REPORT

This report is the Integrated Well-being Appraisal (IBWA) for Stage Three of the WelTAG study, setting out the work undertaken to appraise the final route option in its detailed design stage.

This IWBA is in support of an accompanying WelTAG Stage Three Report (RTU-WSP-00-XX-RP-Z-0007).

2 CASE FOR CHANGE & STUDY OBJECTIVES

2.1 CASE FOR CHANGE

A Case for Change for the Undy to Rogiet study area has already been identified within the previous WelTAG Stage One and Two study, alongside a wider reaching Case for Change produced for the aspirational Severnside Active Travel scheme.

The information that was detailed within the WelTAG Stage One and Two Case for Change has been updated to reflect changes to the WelTAG 2024 guidance, and the evidence base has been expanded to reflect the current situation and most recent available data.

Both the Case for Change for the Undy to Rogiet study area and the Severnside Active Travel scheme supported in the development of specific study objectives to inform this Severn Tunnel Junction Links WelTAG Stage Three study. It is also intended that these study objectives are utilised to inform the development of Phases 2 and 3 of the proposed active travel route, which are the subject of a separate WelTAG Lite study.

2.1.1 UNDY TO ROGIET

A Case for Change Summary Report (**Appendix B** - RTU-WSP-00-XX-RP-Z-0005) has been completed for the proposed active travel route, addressing the need for intervention and the clear rationale for the study.

The main issue affecting the Phase 1 study area is the lack of existing active travel infrastructure, resulting in safety concerns and severance between Undy and Rogiet. This means that people are unable to walk or cycle safely between Undy and Rogiet, which means access to opportunities are restricted for those who do not own a private car, whilst also embedding the use of private vehicles for travel in the local area.

There are also Strategic Growth Areas located on the outskirts of Caldicot and Rogiet which will significantly increase the demand for local journeys. It is considered that the proposed scheme is a key first phase in enabling access from the villages of Magor and Undy to these Strategic Growth Areas, as well as to Caldicot itself.

Based on the Case for Change for the Undy to Rogiet study area, the following transport problems, opportunities, and constraints have been identified.

Transport Problems

1. Severance;
2. Access to services;
3. Safety;
4. Reliance on the private car;
5. Uninviting walking and cycling environment; and
6. Low uptake of sustainable travel.

Opportunities

1. Strategic Growth Areas;
2. Active Travel;
3. Safety Improvements; and
4. Active Travel Network.

Constraints

1. M4 underpass;
2. Ecological sites in close proximity; and
3. Grade II listed building.

2.1.2 SEVERNSIDE ACTIVE TRAVEL ROUTE

MCC have produced a WelTAG Stage 0 Case for Change for the aspirational Severnside Active Travel scheme, which extends between Magor and Caldicot, as illustrated in **Figure 1-2**. The Case for Change identified key issues in the Severnside region and barriers to modal shift, which has been summarised as follows:

- **Poor active travel provision and connectivity** between Caldicot and the areas to the west, including to education, employment, health, leisure and other key services. The B4245 carries relatively fast vehicles, and the accompanying active travel route does not offer meaningful connections into Caldicot. The National Cycle Network Route 4 parallel to the railway is also isolated and unattractive;
- **Reliance on driving for short journeys** increases traffic volumes and discourages active travel uptake. However, the demand for short journeys offers opportunities for improved active travel provision to have meaningful impacts; and
- **Significant population growth** in Severnside and a large proportion of working age residents, increasing traffic and uptake of driving as a mode of transport for commuting journeys.

The wider aspiration for the Severnside area is to link and upgrade active travel routes.

It is considered that an active travel route between Undy and Rogiet is a fundamental stage of developing safe and attractive access to Caldicot from areas to the west of the town.

The full detailed Case for Change for the Severnside Active Travel Scheme is included in **Appendix C**.

2.2 STUDY OBJECTIVES

The previous WelTAG Stage One and Two study for the Undy to Rogiet Phase 1 active travel route produced six study objectives in late 2022. Due to the timescales between the production of the Stage One and Two WelTAG and the current WelTAG Stage Three, as well as the publication of updated WelTAG 2024 guidance, an exercise has been undertaken to review the objectives, to ensure that they:

- Link to wider strategic objectives and targets;
- Reflect the current needs of the study area;
- Are in line with the new WelTAG 2024 guidance;
- Are SMART; and
- Are consistent with the wider aspirations for the Severnside active travel route.

The revised Severn Tunnel Junction Links Phase 1 WelTAG Stage Three study are:

1. Provide a direct, coherent, and attractive active travel route between Undy, Rogiet, and Caldicot;
2. Improve provision and perceived safety for active travel;
3. Increase the number of active travel journeys being undertaken between Undy, Rogiet, and Caldicot;
4. Improve access to public transport by active modes, including Severn Tunnel Junction and Caldicot Station; and
5. Improve access by active modes to Rogiet Primary School and Caldicot School.

To ensure the study objectives are relevant to the area and support the delivery of wider policy objectives, they have been assessed in the context of:

- The transport problems identified within the study area at WelTAG Stages One & Two;
- The Well-being of Future Generations (Wales) Act 2015;
- Llwybr Newydd: the Wales Transport Strategy 2021; and
- MCC Community and Corporate Plan 2022-2028.

The assessment of the study objectives is included in **Appendix D** (RTU-WSP-00-XX-RP-Z-0002).

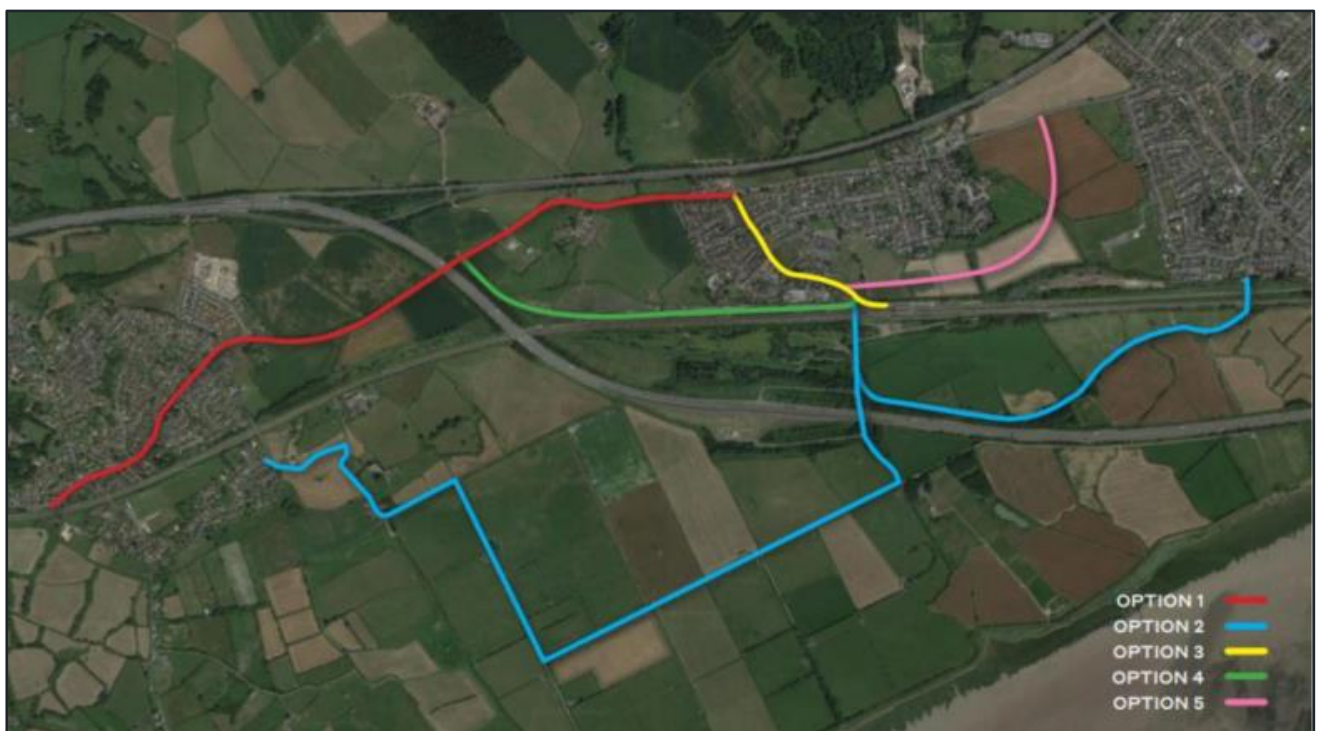
3 PROPOSED SCHEME

3.1 BACKGROUND

In line with the WelTAG guidance available at the time of writing, the previous WelTAG Stage One & Two report developed and appraised a long-list of options in terms of their contribution to the Well-being of Future Generations (Wales) Act 2015, the Wales Transport Strategy 2021 priorities and ambitions, previous study objectives, and MCC well-being objectives. Stakeholder and public consultation activities also contributed to the assessment of the options.

The long-list of options that was considered in the WelTAG Stage One & Two is presented in **Figure 3-1**.

Figure 3-1 WelTAG Stage One & Two Long-list of Options



3.2 PREFERRED OPTION

It was identified as part of the WelTAG Stage One and Two study that **Option 1 (red line)** should be progressed for further design development and appraisal at WelTAG Stage Three. The intention is that this first phase of the longer-distance Severnside active travel route will tie-in with subsequent stages of the route at Station Road.

It should be noted that Phase 2 of the Severn Tunnel Links project involves further development of **Option 3 (yellow line)** as part of a separate WelTAG Lite study.

3.3 DESCRIPTION OF SCHEME

Drawings for the proposed scheme are provided in **Appendix E**.

Option 1, the final preferred option to be appraised within this WelTAG Stage Three is described as a 3m shared-use Active Travel path on the southern road verge of the B4245 extending from the Church Road/B4245 junction in Undy to the Station Road/B4245 junction in Rogiet.

The route will be designed to current Active Travel Act Guidance¹ standards, which includes the required kerbing/buffer zone with the carriageway, based on the road speed.

Key design features of the route include:

- Raised crossings at side road junctions and field accesses (in line with detail DE604 of the Active Travel Act Guidance);
- Dropped-kerbing and tactile paving to standard throughout the scheme;
- A toucan crossing installed at the western end of the scheme between Rockfield Grove and Pankhurst Drive; and
- Continued provision at bus stops along the route, such as a width of 3m, to reduce conflict with other users (in line with detail DE504 of the Active Travel Act Guidance). For one of the bus stops, alternative design details have been agreed with TfW, due to the lack of available width.

¹ [Active Travel Act guidance](#)

4 APPRAISAL METHODOLOGY

4.1 OVERVIEW

The proposed scheme has been appraised in terms of its:

- Strategic Fit in the context of key transport policies and programmes (detailed in **Chapter 5**);
- Impact on well-being in the context of the four well-being ambitions set out in Llwybr Newydd (detailed in **Chapter 6**);
- Affordability (detailed in **Chapter 7**);
- Deliverability (detailed in **Chapter 8**); and
- Management (detailed in **Chapter 9**).

The Strategic Fit and Well-being appraisals have been undertaken utilising a seven-point scale ranging from large potential beneficial impact / alignment with policy (+++) through to large potential adverse impact / non-alignment with policy (- - -).

The appraisals have been informed by a combination of qualitative methods, environmental assessments, and an Active Mode Appraisal Toolkit (AMAT) assessment, which are detailed further below. This has enabled this WelTAG Stage Three study to assess the suitability of the proposed scheme and set out the potential benefits that could be realised.

4.2 ENVIRONMENTAL ASSESSMENTS

Alongside this WelTAG study, the following environmental assessments have been undertaken:

- Preliminary Ecological Appraisal (GC4312-WSP-74-XX-RP-0003);
- Ground Level Tree Assessment (GC4312-WSP-74-XX-RP-0002); and
- Dormouse Survey Report (GC4312-WSP-74-XX-RP-0005).

Where required, qualitative analysis has been undertaken to supplement the environmental assessments for the purpose of this WelTAG study.

4.3 ACTIVE MODE APPRAISAL TOOLKIT (AMAT)

In line with TAG Unit 5-1, the DfT's Active Mode Appraisal Toolkit (AMAT) (May 2024) has been used to assess the potential benefits of the proposed active travel scheme. This has been used to support both the Strategic Fit and Well-being appraisals, quantitative assessment using the Active Mode Appraisal Toolkit (AMAT) has been undertaken.

The AMAT estimates the potential quantified benefits of active travel infrastructure on elements such as the environment (air quality, noise, and greenhouse gases), health, journey ambience, and decongestion associated with modal shift.

A Technical Note summarising the AMAT assessment and the inputs and outputs in further detail is provided in **Appendix F** (RTU-WSP-00-XX-RP-Z-0004).

4.3.1 DEMAND

Baseline

To get an overview of current pedestrian and cycle demands within the study area, a review of Propensity to Cycle Tool (PCT) data was undertaken. This dataset estimates the number of one-way commuting trips by foot or by bicycle based on the 2011 Census.

In order to determine the total number of trips for all purposes, including return trips, this data was converted to total number of trips where outbound and inbound journeys are counted as separate trips. This was done through applying the following factors:

- 2x the walking and cycling number from PCT, to reflect the likelihood of return trips; and
- Based on the National Transport Survey (NTS), 16x the number of walking trips and 3x the number of cycling trips, to convert from commuting to journeys of all purposes.

Future Scenarios

TAG Unit A5.1 Active Mode Appraisal sets out that it is important to forecast walking and cycling demand as accurately as possible to produce a successful appraisal. On this basis, walking and cycling flows for two future scenarios have been estimated, to present a range of the potential benefits of the scheme.

These scenarios are as follows:

- **Low Growth** – based on a more modest modal shift and usage of the proposed scheme; and
- **High Growth** – based on a large modal shift and significant usage of the proposed scheme.

Future Pedestrian Demand

Future pedestrian demand for the proposed scheme has been estimated using the DfT's Uplifts Tool (2023).

This estimates the number of additional trips on-foot that may be made following implementation of active travel infrastructure, based on the potential scheme costs and consideration of similar schemes. As the tool only covers England, the County of Herefordshire has been utilised as an effective comparison to Monmouthshire.

The outputs from the tool estimates the number of journeys for 'low', 'middle', and 'high' categories. The estimated demand from the 'low' category has been applied to the **Low Growth** scenario, with the 'high' category applied to the **High Growth** scenario.

Future Cycling Demand

Future cycling demand for the proposed scheme has been estimated using the PCT.

The following scenarios have been considered:

- **Low Growth** – Government Target (Equality); and
- **High Growth** – Go Dutch.

Estimated Demand

The estimated demand utilised within the AMAT assessment is summarised in **Table 4-1**.

Table 4-1 Estimated Daily Demand – AMAT

Scenario		Pedestrians	Cyclists
Baseline		96	12
Future	Low Growth	172	43
	High Growth	285	187

4.3.2 ASSUMPTIONS

The following assumptions have been applied within the AMAT assessment:

- 2025 scheme opening year;
- 40-year appraisal period, based on Manual for Streets and Local Transport Note (LTN) 1/20 guidance for high-quality walking and cycling infrastructure;
- Route length of 2.08km;
- No current infrastructure provided along the route; and
- Proposed infrastructure will be an 'Off-Road Segregated Cycle Track'.

4.3.3 SUMMARY OF RESULTS

The estimated quantified benefits for the proposed scheme, based on a 2010 price base, over a 40-year appraisal period, are presented in **Table 4-2**.

Table 4-2 Active Mode Appraisal Toolkit Results (40-year Appraisal)

Category	Phase 1	
	Low Growth	High Growth
Congestion benefit	£9,520	£43,630
Infrastructure Maintenance	£250	£1,140
Accident	£1,960	£9,000
Local Air Quality	£90	£410
Noise	£110	£480
Greenhouse Gases	£3,290	£15,060
Indirect Taxation	£300	£1,360
Absenteeism	£140,820	£526,690
Reduced risk of premature death	£593,690	£2,415,660
Journey Ambience	£162,120	£510,820
Present Value of Benefits (PVB)²	£911,890	£3,523,100

² The Present Value of Benefits (PVB) does not include 'Infrastructure Maintenance'.

5 STRATEGIC FIT

5.1 OVERVIEW

This Chapter outlines the potential Strategic Fit of the proposed scheme, in order to demonstrate how the proposals could deliver benefits in accordance with key policy and programmes.

5.2 STUDY OBJECTIVES

A summary of the appraisal of the route in the context of the study objectives is provided in **Table 5-1**.

Table 5-1 Summary of Appraisal – Study Objectives³

Objectives		Assessment	Score
SO1	Provide a direct, coherent, and attractive active travel route between Undy, Rogiet, and Caldicot	The scheme will provide a direct 2.5 – 3m wide shared-use route between Rogiet and Undy (Phase 1). It will also connect to the wider Active Travel network, including proposals for Phases 2 and 3 of the route, to create a coherent route from Undy to Caldicot and across wider Severnside area. As this study only refers to Phase 1 of the route, the beneficial score is only considered as moderate.	++
SO2	Improve provision and perceived safety for active travel	Phase 1 of the proposed improvements will ensure that pedestrians and cyclists are segregated from the busy B4245 carriageway, reducing the actual and perceived risk of collision. The route will also be lit to Active Travel Act standards, ensuring users of the route feel safer and more confident when walking or cycling between Rogiet and Undy particularly during darker hours. The scheme is estimated to slightly reduce the likelihood of collisions along the B4245, providing between a £1,960 and £9,000 monetary benefit to collisions over the 40-year appraisal period.	++
SO3	Increase the number of active travel journeys being undertaken between Undy, Rogiet, and Caldicot	The shared-use path will encourage more people to walk and cycle along the route to access services and amenities in Rogiet and Undy, by making walking and cycling a safe, attractive and affordable option. The Phase 1 route will also form part of a wider network of routes which, once implemented, will offer walking and cycling connections to Caldicot and the wider Severnside area. It has been estimated that the number of people travelling along this section of the B4245 on-foot or by cycle could increase by between 99% and 337%, depending on the potential background modal shift.	++

³ All monetary values are presented in 2010 values.

Objectives		Assessment	Score
SO4	Improve access to public transport by active modes, including Severn Tunnel Junction and Caldicot Station	Phase 1 of the route will help to improve access to Severn Tunnel Junction and Caldicot Station by improving the B4245 for active modes. The B4245 will form part of the trip to Severn Tunnel Junction, in particular, for many journeys through removing the severance issue on the B4245 between Rogiet and Undy. The scheme will also provide new bus stop provision in three locations, improving bus stop facilities within the study area.	++
SO5	Improve access by active modes to Rogiet Primary School and Caldicot School	Phase 1 of the route will help to improve active travel access to Rogiet Primary School and Caldicot School for some journeys by removing the severance issue of the B4245 between Rogiet and Undy. It is however noted that the catchment of Rogiet Primary School means that only a small number of journeys by school-aged children would be expected within the study area, although there could be some minor benefit.	+

5.3 TRANSPORT POLICIES & PROGRAMMES

A summary of the appraisal undertaken in the context of key transport priorities set out in national, regional and local policy and programmes, is provided in Error! Reference source not found..

Table 5-2 Summary of Appraisal – Strategic Fit⁴

Policy	Objectives / Ambitions	Assessment	Score
Llwybr Newydd: the Wales Transport Strategy	Priority 1 - Bring services to people in order to reduce the need to travel.	The proposal is unlikely to impact on the need for people to travel.	0
	Priority 2 - Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.	The route will remove a significant severance issue with the B4245 between Rogiet and Undy, enabling people to walk and cycle between the settlements and beyond to Caldicot, when following phases are implemented. It is estimated that the number of people walking daily along the route could increase to between 172 and 285 people, and the number of people cycling to between 43 and 187, depending on the background modal shift assumptions, compared with 96 and 12 at present, respectively. It is considered that this will be further increased with the completion of Phases 2 and 3 of the Severn Tunnel Junction Links scheme.	+++
	Priority 3 - Encourage people to make the change to more sustainable transport.	The provision of high-quality active travel infrastructure could encourage some people to make the change to more sustainable transport, although it is acknowledged that the primary purpose of this scheme is to enable journeys, as opposed to encourage them, on-foot or by cycle.	+
Net Zero Wales – Carbon Budget 2 2021-2025 ⁵	Policy 31 – Increase trip mode share of active travel from a current estimated proportion of 27% to 33% by 2030 and at least 35% by 2040.	It is estimated that the number of people walking daily along the route could increase to between 172 and 285 people, and the number of people cycling to between 43 and 187, depending on the background modal shift assumptions, compared with 96 and 12 at present, respectively. It is considered that this will be further increased with the completion of Phases 2 and 3 of the Severn Tunnel Junction Links scheme.	++
	Policy 32 – Increase trip mode share of public transport from a current estimated proportion of 5% ⁵ to 7% by 2030 and 13% by 2040.	The introduction of new bus infrastructure could encourage more people to travel by bus for journeys to/from Caldicot, Newport, and the wider area. The route will also improve access to Severn Tunnel Junction for active travel users, enabling more people to travel by rail for longer-distance journeys in the area.	+
Future Wales: The National Plan 2040 A Wales where people live...	... and work in connected, inclusive and healthy places.	The route will help to create connected, inclusive and healthy places by providing a direct link between the villages of Undy and Rogiet which previously experienced severance along the B4245.	++
	... in vibrant rural places with access to homes, jobs and services.	The route will improve connectivity between Undy and Rogiet, and help to make the predominantly rural study area a more attractive place to live and work.	+
	... in distinctive regions that tackle health and socio-economic inequality through sustainable growth.	The proposals will help to tackle socio-economic inequality by providing a sustainable and accessible link between communities. This will increase opportunities for those without access to a private car in the local area. According to the AMAT assessment, this could lead to between £734k and £2.9m monetised benefits over a 40-year appraisal period to health in the area, through a reduced risk of premature death and absenteeism.	++
	... in places with a thriving Welsh language.	The route improves local connections allowing deepened connection to place, community, language and local history. Welsh language learning is growing in popularity in Severnside, and this route can support Welsh Language learners’ access to meet-ups and classes.	+

⁴ All monetary values are presented in 2010 values.
⁵ It is considered that the impact on all other transport policies within Net Zero Wales will be neutral.

Future Wales: The National Plan 2040 A Wales where people live...	... and work in towns and cities which are a focus and springboard for sustainable growth.	The route will improve connectivity between Rogiet and Undy, which is Phase 1 of the longer-distance Severnside Active Travel route, which will improve access to Caldicot for those living to the west of the town. This will improve opportunity for those without access to a private car.	+
	... in places where prosperity, innovation and culture are promoted.	The route is unlikely to promote prosperity, innovation, or culture.	0
	... in places where travel is sustainable.	The route will encourage more people to travel by sustainable modes between Undy and Rogiet. It is estimated that the number of people walking daily along the route could increase to between 172 and 285 people, and the number of people cycling to between 43 and 187, depending on the background modal shift assumptions, compared with 96 and 12 at present, respectively. It is considered that this will be further increased with the completion of Phases 2 and 3 of the Severn Tunnel Junction Links scheme.	+++
	... in places with world class digital infrastructure.	The route is unlikely to impact on digital infrastructure.	0
	... in places that sustainably manage their natural resources and reduce pollution.	The route will increase the number of people walking and cycling in the local area, reducing pollution from the transport system. According to the AMAT assessment, this could lead to a monetary benefit of between £3.5k and £16k over a 40-year appraisal period in relation to air quality, noise, and greenhouse gases, depending on the background modal shift assumptions, which is considered to be a slight beneficial impact.	+
	... in places with biodiverse, resilient and connected ecosystems.	It is proposed to engage further with MCC as part of the detailed design stage to ensure that a net gain is achieved in terms of biodiversity. The proposed route is unlikely to have an adverse impact on any sites of interest.	+
	... in places which are decarbonised and climate resilient.	The route will encourage walking and cycling which are low-carbon modes of transport. According to the AMAT assessment, this could lead to a monetary benefit of between £3.3k and £15k over a 40-year appraisal period in relation to greenhouse gases, depending on the background modal shift assumptions, which is considered to be a slight beneficial impact.	+
Programme for Government (2021 – 2026)	Provide effective, high quality and sustainable healthcare.	Although the route is unlikely to impact on the provision of healthcare, the AMAT assessment estimates a potential of between £734k and £2.9m monetised benefits over a 40-year appraisal period to health in the area, through a reduced risk of premature death and absenteeism. This could therefore reduce the cost of the transport network to the National Health Service, improving its sustainability.	+
	Protect, re-build and develop our services for vulnerable people.	The proposals will provide a route that is accessible for all users, including vulnerable groups, and improve access to services in Rogiet and Undy. Accessible infrastructure along the route includes dropped kerbs and tactile paving at each crossing point and raised crossings at each side road junction, in line with the Active Travel Act Guidance.	+
	Build an economy based on the principles of fair work, sustainability and the industries and services of the future.	The route will help to improve economic prospects in the Severnside area by providing a sustainable transport links between communities and their services. This will improve opportunities for those without access to a private car.	+
	Build a stronger, greener economy as we make maximum progress towards decarbonisation.	The route will encourage people to travel on-foot, by cycle, or by public transport, all of which are low-carbon modes of transport. This will contribute significantly towards decarbonisation of the transport system.	+++
	Embed our response to the climate and nature emergency in everything we do.	The route embeds the climate and nature emergency by encouraging low-carbon, sustainable modes of transport to encourage modal shift.	++
	Continue our long-term programme of education reform, and ensure educational inequalities narrow and standards rise.	The route will improve access on-foot and by cycle to nearby education sites, ensuring that those who are unable to afford to own a car or travel by bus are able to access education.	+

Programme for Government (2021 – 2026)	Celebrate diversity and move to eliminate inequality in all of its forms.	The proposals will provide a route that is accessible for all users and improve access to services in Rogiet and Undy. Accessible infrastructure along the route includes dropped kerbs and tactile paving at each crossing point and raised crossings at each side road junction, in line with the Active Travel Act Guidance.	+
	Push towards a million Welsh speakers, and enable our tourism, sports and arts industries to thrive.	The route improves local and tourist connections allowing deepened connection to place, community, language and local history. Welsh language learning is growing in popularity in Severnside, and this route can support Welsh Language learners' access to meet-ups and classes.	+
	Make our cities, towns and villages even better places in which to live and work.	The route will make Rogiet and Undy better places to live and work by improving access to facilities between the two villages and making it safer for pedestrians and cyclists. The route also forms part of a wider network of current and future routes which will improve connectivity further afield.	++
	Lead Wales in a national civic conversation about our constitutional future, and give our country the strongest possible presence on the world stage.	The route is unlikely to impact on Wales' constitutional future.	0
MCC Community and Corporate Plan 2022-2027	A Fair Place to Live.	The route will provide more opportunities for people to travel and access services between Rogiet and Undy on-foot and by cycle through removing a severance issue between the villages. The route will also improve accessibility and inclusivity, through providing a 3m wide path, dropped kerbs, tactile paving and raised crossings, all of which will enable vulnerable people to travel safely between the villages.	++
	A Green Place to Live.	The route will encourage a modal shift to walking, cycling, and public transport which will reduce the impact of the transport system on the environment. According to the AMAT assessment, this could lead to a monetary benefit of between £3.5k and £16k over a 40-year appraisal period in relation to air quality, noise, and greenhouse gases, depending on the background modal shift assumptions, which is considered to be a slight beneficial impact.	+
	A Thriving and Ambitious Place.	The route will provide more opportunities for people to travel and access services between Rogiet and Undy on-foot and by cycle through removing a severance issue between the villages. This will enable people to access more opportunities, bringing further economic benefits to the area.	+
	A Safe Place to Live.	The proposal will provide a shared-use path between Rogiet and Undy where there is currently no walking or cycling infrastructure. This will remove a significant safety risk on the local highway network, improve both perceived and actual safety. Notwithstanding this, according to the AMAT assessment, the scheme is estimated to slightly reduce the likelihood of collisions along the B4245, providing between a £1,960 and £9,000 monetary benefit to collisions over the 40-year appraisal period.	++
	A Connected Place where People Care.	The route will improve local connections between Rogiet and Undy for those who do not have access to the private car. This will increase the safety and confidence of pedestrians and cyclists, with a potential monetary benefit of between £162k and £511k from journey ambience estimated by the AMAT assessment for a 40-year appraisal period.	+
MCC Local Transport Plan 2024 – 2029	To create safe, healthy and equal communities in Monmouthshire ensuring residents and visitors have access to active travel, public transport, and	The route will improve access to active travel by providing a shared-use route to improve connections between Rogiet and Undy. When implemented, the following phases of the Severnside active travel route will also improve access to Severn Tunnel Junction and therefore significantly enhance access by rail.	++

zero emissions vehicles with respect to the transport hierarchy.	According to the AMAT assessment, there could be a potential of between £734k and £2.9m monetised benefits to health over a 40-year appraisal period, through a reduced risk of premature death and absenteeism.	
A transport system that delivers a significant reduction in greenhouse gas emissions and improves awareness of the consequences of travel choices in Monmouthshire on climate change, biodiversity, air quality and health.	The route will encourage walking and cycling which are low-carbon modes of transport. According to the AMAT assessment, this could lead to a monetary benefit of between £3.3k and £15k over a 40-year appraisal period in relation to greenhouse gases, depending on the background modal shift assumptions, which is considered to be a slight beneficial impact	+
A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.	The route will improve connections in the local area by active modes through removing a severance issue along the B4245 between Rogiet and Undy.	+
A transport system that contributes to Monmouthshire's economic ambitions, supports local communities, and improves sustainable connections to key market towns and key external destinations.	The proposal will improve sustainable connections to the villages of Rogiet and Undy, enabling people without access to a private car to travel safely between the villages. In addition to this, when completed, the Severnside active travel route will extent to Caldicot, providing a safe and direct active travel connection to this key market town in the region from the west.	+

6 WELL-BEING

6.1 OVERVIEW

This Chapter identifies the potential impacts of the proposed scheme on well-being, in order to demonstrate how the proposals can deliver well-being benefits in accordance with Llwybr Newydd and the Well-being of Future Generations Act.

6.2 WELL-BEING AMBITIONS

A summary of the impact of the proposed route in the context of the well-being ambitions, set out by Llwybr Newydd, is provided in **Table 6-1**.

Table 6-1 Well-being Appraisal⁶

Well-being Criteria		Assessment	Score
People and Communities	Equality	The route aims to improve accessible access within the study area by removing physical barriers to active travel between Rogiet and Undy. This route will be accessible for all and include dropped kerbing and signalised crossings where possible, to enable safe access for all users. An Equality Impact Assessment Screening Report (Appendix G) has also been undertaken, which has identified that the scheme is likely to have no adverse impacts on protected groups, and therefore a full Equality Impact Assessment is not required.	+++
	Air Quality and Noise	A potential modal shift in the area is forecast to potentially slightly reduce traffic demand along the B4245, with the AMAT assessment estimating a minor monetary benefit of between £200 and £1k over a 40-year appraisal period in relation to air quality and noise, depending on the background modal shift assumptions.	+
	Activity Levels	The route has the potential to improve the health of residents by increasing activity levels through encouraging more people to walk and cycle for local journeys. It is estimated that the number of people walking daily along the route could increase to between 172 and 285 people, and the number of people cycling to between 43 and 187, depending on the background modal shift assumptions, compared with 96 and 12 at present, respectively. It is considered that this will be further increased with the completion of Phases 2 and 3 of the Severn Tunnel Junction Links scheme. In addition, the AMAT assessment estimates a potential of between £734k and £2.9m monetised benefits over a 40-year appraisal period to health in the area, through a reduced risk of premature death and absenteeism.	+++
	Safety and Confidence	The implementation of a shared-use path will active users from the busy B4245 carriageway, where there is currently no footway provision. This will improve safety and confidence for people to travel between Rogiet and Undy on-foot or by cycle, with the AMAT assessment estimating the following monetary benefits to safety and confidence, based on a 40-year appraisal period: - Collisions – between £2k and £9k, depending on background modal shift assumptions; and - Journey Ambience (Confidence) – between £162k and £511k, depending on background modal shift assumptions.	+++
Environment	Carbon Emissions	The route will enable more people to travel on-foot and by cycle for short journeys in the local area through providing a shared-use path between Rogiet and Undy, where there is currently a severance issue. An increase in sustainable journeys will lead to a decrease in car journeys in the local area which will subsequently contribute to a decrease in greenhouse gas emissions from transport. The AMAT assessment estimates that this this could lead to a monetary benefit of between £3.3k and £15k over a 40-year appraisal period in relation to greenhouse gases, depending on the background modal shift assumptions.	+
	Biodiversity	A Preliminary Ecological Appraisal (PEA) identified that some habitats are at potential risk of disturbance from the associated works. The report provided recommendations to mitigate these impacts which will be considered in the detailed design of the scheme, including: - Consultation and consent from MCC Planning Department for any works impacting Tree Preservation Orders (TPOs); - Any hedgerows impacted by works should be translocated to help maintain foraging/commuting habitat for bats; - Mitigation will be required for lighting to ensure bats are not adversely impacted in areas that are currently dark; and - Vegetation clearance works should be undertaken under a Method Statement covering dormice, hedgehogs/small mammals, amphibians and reptiles. This should be implemented under ecological supervision. It is intended to investigate and develop proposals to ensure a biodiversity net gain at detailed design stage, which will lead to a slight beneficial impact from the proposed scheme on biodiversity. A Ground Tree Level and Potential Roost Assessment (2023) and a Dormouse Survey Report (2023) were also undertaken, but it was concluded in both reports that the proposed works are unlikely to have adverse impacts.	+
	Soils and Water	The drainage of the proposed scheme has been designed in collaboration with SAB requirements set by MCC. It is therefore considered that the impact on soils and water will be neutral.	0
	Waste	The scheme will upgrade existing footway provision wherever possible and seek to utilise the local supply chain to reduce the waste associated with transport.	+

⁶ All monetary values are presented in 2010 values.

Well-being Criteria		Assessment	Score
Economy and Places	Cohesive Communities	The route will form part of the wider Severnside Active Travel scheme which will become a cohesive network of active travel routes across the Severnside area and connect several villages to the west of Caldicot to the town. Implementing an active travel link that provides a direct, sustainable connection between the communities will help to integrate the area villages and increase social and economic opportunities through greater access to facilities. The proposal will also provide new walking and cycling facilities along the B4245, improving the public realm which is currently made-up of verge-side shrubbery.	++
	Innovation	The route will not impact on innovation.	0
	Distribution of Goods	The route will not impact on the distribution of goods, although it is noted that the provision of a walking and cycling route could improve access for e-cargo cycle users.	0
	Affordability	The route will not impact on the affordability of sustainable transport options.	0
Culture and Welsh Language	Welsh Language	The route improves local connections allowing deepened connection to place, community, language and local history. Welsh language learning is growing in popularity in Severnside, and this route can support Welsh Language learners' access to meet-ups and classes.	+
	Arts, Sports and Culture	The scheme will enable walking and cycling journeys to be undertaken between Rogiet and Undy, as well as to Severn Tunnel Junction from Undy. Through enabling access to Severn Tunnel Junction on-foot and by cycle, access to arts, sports, and cultural sites across the region can be undertaken fully by sustainable modes from both Undy and Magor.	++
	Historic Environment	A Grade II listed building (Greenhouse Farm) is located directly south of the B4245. The scheme will not alter the layout of the building and will not impact upon its setting. However, providing an active travel route as an alternative to driving promotes community contact with local places and their history.	+

6.3 MONMOUTHSHIRE PUBLIC SERVICES BOARD WELL-BEING PLAN

The scheme has also been appraised against its impacts on the objectives of the Monmouthshire Public Services Board Well-being Plan. This document includes specific well-being goals for the Monmouthshire area, which is of relevance to this proposed scheme.

The appraisal is provided in **Table 6-2**.

Table 6-2 Monmouthshire Public Services Board Well-being Appraisal ⁷

Well-being Goals	Assessment	Score
People / Citizens - Provide children and young people with the best possible start in life.	The proposals will provide a shared-use active travel route which will enable children and young people to be more active, leading to a healthy start in life. When developed, the Severnside active travel route will also provide access to Rogiet Primary School and Caldicot School from the west.	+
People / Citizens - Respond to the challenges associated with demographic change.	This route responds to the challenges associated with demographic change by providing a sustainable option for local travel in an area where the population is increasing. The 2021 Census indicated that Magor and Rogiet has a high proportion (63.7%) of working-age residents who are likely to travel regularly to commute and therefore could directly benefit from active travel access to Caldicot and Severn Tunnel Junction Railway Station.	+
Place / Communities - Protect and enhance the resilience of our natural environment whilst mitigating and adapting to the impact of climate change.	The route will enable more travel by sustainable modes of transport, which could reduce the impact of the transport network on climate change. According to the AMAT assessment, this could lead to a monetary benefit of between £3.5k and £16k over a 40-year appraisal period in relation to air quality, noise, and greenhouse gases, depending on the background modal shift assumptions, which is considered to be a slight beneficial impact.	+
Place / Communities – Develop opportunities for communities and businesses to be part of an economically thriving and well-connected county.	The route will connect the communities of Rogiet and Undy through removing a significant severance issue. This will enable people without access to a private car to access further opportunities, bringing further economic benefits to the area.	++

6.4 WALES TRANSPORT STRATEGY MONITORING FRAMEWORK

The well-being appraisal has also considered the potential impacts of the proposed scheme on the Wales Transport Strategy Monitoring Framework measures, in line with WeITAG 2024 guidance.

⁷ All monetary values are presented in 2010 values.

The Monitoring Framework measures potentially impacted by the proposed scheme, as well as the estimated impacts, are set out in **Table 6-3**.

Table 6-3 Wales Transport Strategy Monitoring Framework – Potential Impacts

Measures	Potential Impacts
M1 – Percentage of journeys by walking, cycling and public transport	The analysis undertaken as part of the AMAT assessment has forecast a potential daily increase of between 215 and 340 in the number of people walking and cycling between Undy and Rogiet.
M3 - Total vehicle kilometres travelled	It is expected that the scheme will enable a modal shift in the local area, which will reduce the total vehicle kilometres travelled.
M6 – Greenhouse gas emissions from the transport sector	The AMAT assessment has forecast potential monetary benefits to greenhouse gas emissions of between £3.3k and £15k, due to a reduction in emissions of greenhouse gases.
S2 – Percentage of people satisfied with their ability to access services in their local area	The route will improve the availability and accessibility of sustainable transport infrastructure, enabling more people to access more local services.
S4 – Percentage of people who walk or cycle at least once a week as a means of transport	The route will improve access to services including Severn Tunnel Junction and education, thereby encouraging uptake of walking and cycling for local journeys. The analysis undertaken as part of the AMAT assessment has forecast a potential daily increase of between 215 and 340 in the number of people walking and cycling between Undy and Rogiet.
S5 – Percentage of journeys to a rail station by walking, cycling or bus	The scheme will remove a severance issue between Rogiet and Undy and therefore enable journeys by active travel to Severn Tunnel Junction, which is a key rail station in the local area.
S6 – Percentage of trips to visitor attractions by sustainable modes of transport	The scheme will remove a severance issue between Rogiet and Undy and therefore improve access to Severn Tunnel Junction, which can be utilised to access a large number of visitor attractions across the region by sustainable transport.
S19 – Number of people killed or seriously injured on the transport network	The AMAT assessment has forecast potential benefits to safety of between £2k and £9k, due to reduced road traffic collisions.
S20 – Percentage of people who feel safe and welcome when travelling	The AMAT assessment has forecast potential benefits to journey ambience of between £162k and £511k, due to perceptions of improved safety and environmental conditions.
S21 – Percentage of transport infrastructure in good condition	There is currently no footway provision between Rogiet and Undy, and therefore this scheme will significantly improve the condition of transport infrastructure in the local area.
S24 – Percentage of people regularly bothered by noise from outside the home caused by transport	The AMAT assessment has forecast potential benefits to noise of between £110 and £480, due to modal shift to active modes.

7 AFFORDABILITY

7.1 OVERVIEW

The Affordability dimension considers the affordability of the options in the short and long-term, as well as potential funding sources. This Chapter sets out the estimated cost for the scheme in both the short and long-term, as well as the proposed source of funding.

7.2 COST ESTIMATE

[AWAITING FINAL DETAILS]

7.3 FUNDING

It is intended to fund the construction of the proposed scheme through Cardiff Capital Region's Regional Transport Fund (CCR RTF) in 2026-28. This will be either through allocation of the proposals as a 'Main Scheme' for application by MCC, or through utilising part of MCC's Core Allocation.

It is also noted that there could be an opportunity to fund the construction of the scheme through the Burns Delivery Unit, which aims to provide alternatives to journeys on the M4 and encourage the use of public transport and active travel in the region. It is understood that there is no funding available for delivery of this scheme through this source at present; however, MCC will continue to monitor this and engage with TfW to obtain any funding should it become available.

There will be some implications to MCC in relation to the additional maintenance costs for the proposed scheme. It is however currently planned that this will be absorbed within the overall budget for road and footway maintenance, with the proposed scheme adjoining an established highway.

A summary of the proposed funding arrangements is provided in **Table 7-1**.

Table 7-1 Proposed Funding – Severn Tunnel Junction Links Phase 1

Construction	Revenue/Maintenance
- Cardiff Capital Region's Regional Transport Fund (CCR RTF); or - Burns Delivery Unit funding.	Absorbed within current road maintenance budget, due to proposal being adjacent to an existing highway.

8 DELIVERABILITY

8.1 OVERVIEW

The Deliverability dimension sets out how the option will be procured and delivered, considers the requirement for statutory consents and permissions, and sets out key risks, their allocation, and mitigation applied.

8.2 PROCUREMENT STRATEGY

As the organisation with sole responsibility for delivery of the proposed scheme, MCC will be the procuring authority.

MCC has robust and detailed procurement policies in place, which will guide the procurement of the project. The key to the procurement strategy will be to achieve the optimum balance of risk, control, and cost certainty for the project. The realisation of social value ambitions are embedded within these policies and will ensure that any wider well-being benefits are secured and captured.

The works will also be procured in line with the MCCs financial regulations and standing orders for contracts to ensure best value.

The full procurement strategy will be set out by MCC within any applications for funding to develop the proposed scheme. This will also set out the chosen sourcing option, contract length, and allocation of risk during the construction phase. It is understood that the current proposal is to appoint a contract through the South-East and Mid Wales Collaborative Civil Engineering and Highways Construction Framework (SEWH).

8.3 STATUTORY CONSENTS AND PERMISSIONS

Consideration has been given to the potential statutory requirements that may need to be undertaken prior to delivery of any of the options.

A summary of the potential statutory consents and permissions, as well as the likely requirements, are set out in **Table 8-1**.

Table 8-1 Statutory Requirements – Severn Tunnel Junction Links Phase 1

Statutory Consents and Permissions	Summary of Requirements
Planning Approval	It is understood that the proposed scheme falls under permitted development rights of the Town and Country Planning (General Permitted Development) Order 1995, meaning that planning approval is not required. This is due to the proposed scheme forming the introduction of a shared-use path adjacent to an existing road.
Environment and Ecology	The environmental assessments undertaken have not identified the requirement for statutory consents required in relation to the environment or ecology.
Drainage / SAB Requirements	As the statutory Sustainable Drainage Systems (SuDS) approving body, MCC have been engaged as part of the design process. The drainage for the proposed scheme has subsequently been designed in collaboration with SAB requirements and will be agreed as part of the detailed design process.
Statutory Undertakers	Utility companies have been engaged with and potential impacts on utilities is set out within the proposed scheme drawings.
Land Ownership	Non-highway land is required in some locations along the proposed route. Landowners will be approached directly for purchase of the required land. If an agreement cannot be reached for the purchase of land, MCC will consider expressing its right to undertake Compulsory Purchase Orders for the required land.
Public Rights of Way	No impacts expected to existing Public Rights of Way.
Traffic Regulation Orders (TROs)	No TROs are expected to be required as part of the proposed scheme, although temporary TROs may be required a part of any temporary changes made to the highway as part of the construction phase. If TROs are required for the operational phase, these will be made to MCC, as the Local Highway Authority.

8.4 KEY RISKS AND MITIGATION

The most significant risks to the project, and subsequent actions, are set out in **Table 8-2**. As the scheme owner, all risks are considered to be allocated to MCC and should be managed as the scheme proceeds through to construction.

Table 8-2 Project Risks – Severn Tunnel Junction Links Phase 1

Risk	Potential Impact	Likelihood	Impact	Response	Mitigation
Funding	Not obtaining funding for delivery of the scheme could mean it does not proceed.	Moderate	Large	Reduce	This WeTAG study has been compiled in line with the requirements of the Active Travel Fund, to enable a bid for funding to be made by MCC. MCC have also engaged TfW in the project so that they are aware of the proposal; however, the risk cannot be fully mitigated at this stage.
Phases 2 and 3	If Phases 2 and 3 of the Severnside active travel scheme are not progressed, this scheme would end at Station Road and therefore not extend through to Caldicot. It is however noted that there are existing linkages to Caldicot, although they are not to active travel standards.	Low	Moderate	Acceptance	MCC have aspirations to develop the Severnside active travel scheme and are hoping to obtain funding to further develop Phase 2 and 3 during the 2025/26 financial year.
Land (1)	If third-party land is not purchased, the proposed scheme would not be deliverable in its current form. This would mean additional departures from standards are required and amendments to the drawings, which could impact on the programme and project costs.	Low	Large	Reduce	Third-party landowners will be engaged as part of the detailed design process.
Land (2)	If landowners do not agree to sell their land, Compulsory Purchase Orders would be required, which could impact on the programme and increase project costs.	Moderate	Large	Reduce	Third-party landowners will be engaged as part of the detailed design process.
Planning Approval	The requirement for planning approval could impact on the programme and increase project costs.	Low	Large	Reduce	MCC Planning have been engaged and advised that the proposals fall under Town and Country Planning (General Permitted Development) Order 1995 and therefore planning approval is not required.

Risk	Potential Impact	Likelihood	Impact	Response	Mitigation
Construction	A lack of interest and tenders to deliver the project could result in the scheme not being deliverable and well-being benefits unable to be embedded as part of the construction phase.	Low	Large	Reduce	MCC will utilise the SEWH framework and will advertise the scheme through this.
Local Objection	People in the local community may object to the proposal and potentially impact the programme through doing this.	Moderate	Low	Reduce	A Stakeholder Management Plan will be fully developed in advance of construction, enabling local people to contact the project team with any queries/objections, minimising any risk to the programme.
Equality	Any changes to the transport network has the potential to impact on groups covered by the Equality Act 2010.	Low	Moderate	Prevent	An Equality Impact Assessment Screening Report (Appendix G) has been completed which identified that the proposed scheme will not have any adverse impacts on protected groups.
Drainage	Potential comments from MCC Highways could change the drainage requirements agreed with the SAB team, which could impact on programme and project costs.	Low	Moderate	Reduce	Drainage proposals have been discussed with the MCC SAB team and will be formally agreed as part of the detailed design process in advance of commencing construction.
Departures from Standards	There is a departure from active travel standards required as the B4245 passes under the M4, which could present a slight safety risk.	High	Low	Transfer	Additional measures will be investigated as part of detailed design to ensure that any departures from active travel standards do not impact on the safety of the route. An agreed alteration to the route in this location has been made with TFW at this stage.
Ecology and the Environment	There are some ecology and environmental sites of interest in the local area, primarily located to the north of the B4245. This could require additional permissions and consent, which would impact on programme and project cost.	Low	Moderate	Reduce	The route has been proposed to the south of the B4245 to reduce any potential impacts on these sites of interest.

Risk	Potential Impact	Likelihood	Impact	Response	Mitigation
Contaminated Land	Ground investigation undertaken has shown an indication that there could be some land contamination, which would mean additional construction disposal requirements and considerations.	Moderate	Low	Transfer	The results of the ground investigations will be shared with the appointed contractor who will be required to test arisings prior to disposal and implement mitigation measures where relevant.
Utilities	Investigations have identified that one duct carries fibre optic from a separate company and there is subsequently some uncertainty on the utilities in this location. If the utilities are impacted, this could adversely impact on services in the local area and require result in a financial penalty for MCC.	Moderate	Low	Reduce	Further investigation of the utilities will be undertaken as part of the detailed design stage through a trial hole and subsequent actions put in place to reduce any potential risks.

9 MANAGEMENT

9.1 OVERVIEW

The Management dimension considers how the route will be overseen and managed, including details of the project governance, programme, stakeholder management, and plans for monitoring and evaluation.

9.2 PROJECT GOVERNANCE

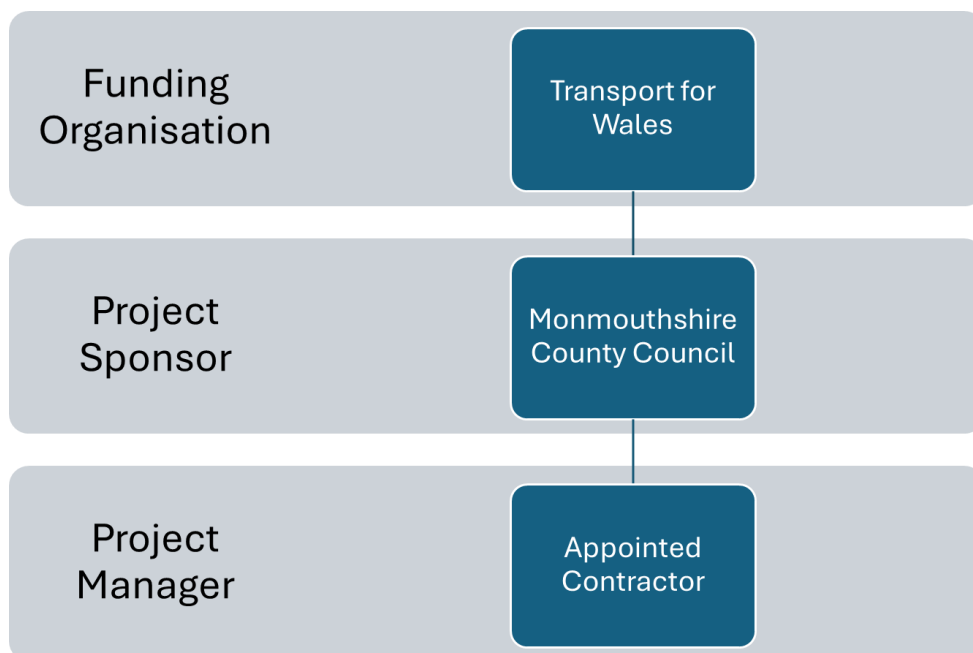
As this WelTAG Stage Three study has been delivered utilising Welsh Government Active Travel Funding, quarterly updates have been provided to TfW in relation to progress. This has ensured that TfW are aware of the project and have been able to shape the progress of the proposed scheme.

In addition to this, in line with WelTAG, a Review Group meeting was held at the end of WelTAG Stages One & Two to agree on the proposed approach to WelTAG Stage Three. A Review Group meeting will be held at the end of the WelTAG Stage Three study to discuss the findings of the report and to sign-off on the project. The scheme forms part of the Active Travel programme for MCC and as such governance is administered through the Active Travel Officer and Active Travel team.

As part of this, Review Group meeting, the governance structure for delivery of the scheme will be discussed and taken forward by MCC. This will likely consist of MCC as Project Sponsors, inputting into TfW as the managers of the Active Travel Fund, working alongside an appointed contractor as Project Managers.

The outline potential governance structure for delivery is set out in **Figure 9-1**.

Figure 9-1 Potential Project Governance – Delivery



9.3 PROGRAMME

The overall project programme and the timing of construction is dependent on securing grant funding approval and appointed a contractor, which will enable the project to progress.

This being said, an outline programme for the detailed design stage is provided in **Appendix H**, and summarised as follows:

- Design stage – weeks 1-12;
- Road Safety Audit and updates – weeks 13-14; and
- Update estimate and produce contract documents for construction – weeks 15-16.

A detailed construction programme will be developed by the appointed contractor for the works.

It is currently planned that the detailed design stage of the project is completed during the 2025/26 financial year, enabling a funding application for construction of the scheme during the 2026/27 financial year.

9.4 STAKEHOLDER MANAGEMENT

Stakeholder engagement has been undertaken as part of this study, with the findings of the engagement set out within the Engagement Summary Report (RTU-WSP-00-XX-RP-Z-0001). The engagement activities undertaken at this stage consisted of:

- **Internal officer design review** – details of the background to the project and current detailed design proposals of the proposed option were presented to stakeholders within MCC and discussed;
- **Sevenside Area Committee Forum** – WSP were invited to attend a Committee Forum meeting, where details of the proposed design and progress of the WelTAG were discussed, to gather views of key stakeholders in the local community; and
- **Public consultation** – the public were invited to provide feedback on the detailed design of the proposed route, which took place at an in-person event and over an online consultation period. Feedback was obtained through a questionnaire.

Ad-hoc engagement will be undertaken with required organisations – such as statutory undertakers, MCC's drainage team, MCC Planning, and MCC Highways – as part of the detailed design stage.

Additional stakeholder engagement will be required during the construction phase, with the appointed contractor expected to produce a Stakeholder Management Plan.

It is expected that updates will also be available to stakeholders through the dedicated 'B4245 Rogiet to Undy active travel scheme' webpage⁹.

9.5 RISK MANAGEMENT

The key component of the risk management strategy is the Project Risk Register (**Table 8-2**). All risks identified have been mitigated, in collaboration with MCC, wherever possible at this stage.

⁹ <https://www.monlife.co.uk/b4245-rogi-et-to-undy-active-travel-scheme-faq/>

A Risk Management Strategy will need to be developed by the appointed contractor, setting out how risks will be managed and how issues can be escalated if identified. The Risk Register will also remain as a live document, which will be reviewed and taken forward by the contractor for the scheme, upon appointment.

9.6 MONITORING AND EVALUATION

Guidance for the 2025/26 Active Travel Fund sets out that all Main Scheme applications must include a Monitoring and Evaluation Plan and provide evidence of captured baseline information¹⁰. With this in mind, a Monitoring and Evaluation Plan has been produced, as provided in **Appendix I**.

The Monitoring and Evaluation Plan has been designed to consider the success of the proposed scheme in achieving the five study objectives. It is proposed that a subsequent Monitoring Report is produced **three years** following construction of the scheme, in order to report on the success of the scheme for a three-year period post-completion, as set out within the Active Travel Fund guidance (paragraph 51).

In order to compare to a baseline, it is recommended that the following is undertaken in advance of beginning any works on-site:

- Pedestrian, wheeling, and cycling count on the B4245 between Rogiet and Undy.

It is considered that the remainder of the Monitoring and Evaluation actions can be undertaken post-construction.

¹⁰ https://tfw.wales/sites/default/files/2024-10/ATF-2025-26-Programme-Guidance_ENG.pdf

Appendix A

ENGAGEMENT SUMMARY REPORT



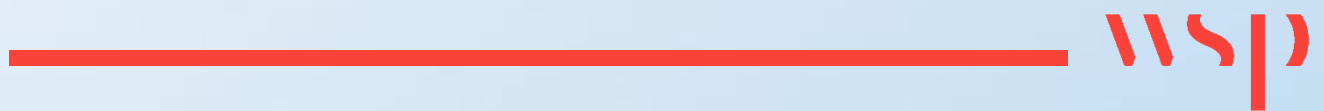
Appendix B

CASE FOR CHANGE SUMMARY REPORT



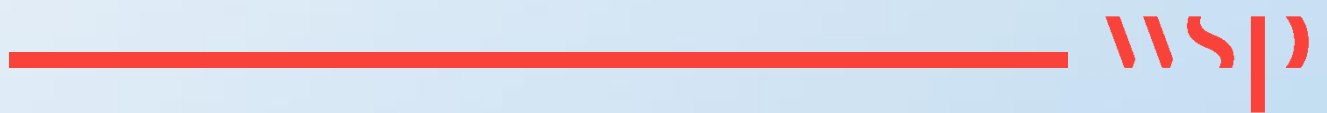
Appendix C

SEVERNSIDE ACTIVE TRAVEL SCHEME CASE FOR CHANGE



Appendix D

STUDY OBJECTIVES NOTE



Appendix E

PHASE 1 DRAWINGS



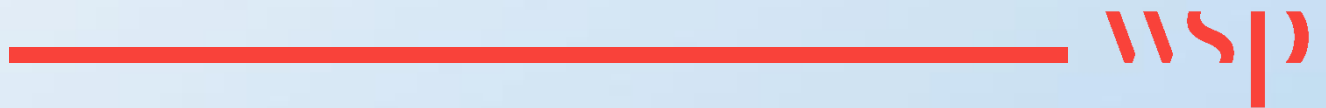
Appendix F

AMAT TECHNICAL NOTE



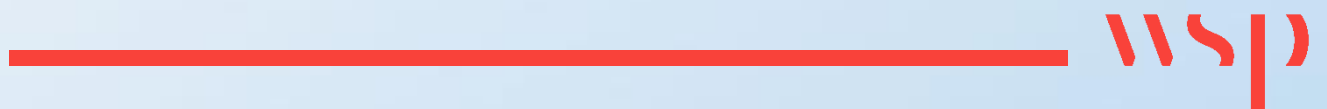
Appendix G

EQUALITY IMPACT ASSESSMENT SCREENING REPORT



Appendix H

DETAILED DESIGN OUTLINE PROGRAMME



Appendix I

MONITORING AND EVALUATION PLAN





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