



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

18TH JULY 2019

A4119 ELY VALLEY ROAD DUALLING – LLANTRISANT BUSINESS PARK TO COED ELY ROUNDABOUTS.

REPORT OF GROUP DIRECTOR PROSPERITY, DEVELOPMENT AND FRONTLINE SERVICES IN DISCUSSIONS WITH THE LEADER

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1. PURPOSE OF THE REPORT

1.1 The purpose of the report is to;

- Update Cabinet on the current progress related to the development and delivery of the major transportation project: A4119 Ely Valley Road Dualling – Llantrisant Business Park to Coed Ely Roundabouts from Cabinet Report of 21st June 2018.
- Obtain authority from Cabinet for the Group Director Prosperity, Development and Frontline Services to submit a planning application on behalf of the Council for the creation of a new access to the South Wales Fire Brigade Headquarters adjacent to the A4119.
- To clarify the powers delegated to the Group Director Prosperity, Development and Frontline Services to progress a Compulsory Purchase Order (CPO) and Side Roads Order (SRO), if required to the extended area (see Appendix A).

2. RECOMMENDATIONS

It is recommended that the Cabinet:

- 2.1.1 Note the progress made and endorse the next steps and in particular to the:
- 2.1.2 Removal of the South Wales Fire Service roundabout access.
- 2.1.3 Provision of widening to Coed Ely road bridge structure to accommodate standard merge.
- 2.1.4 Provision of a subway south of Coed Ely roundabout to accommodate pedestrian movements.

- 2.1.5 Give authority to the Group Director Prosperity, Development and Frontline Services to submit a planning application on behalf of the Council for the new access to the South Wales Fire Service Headquarters adjacent to the A4119.
- 2.1.6 Give authority to the Group Director Prosperity, Development and Frontline Services, as more particularly detailed in the cabinet report dated 21/6/18 paragraphs 2.2 and 2.3, to acquire the land necessary to deliver the additional works to the scheme outlined in this report.

3 BACKGROUND AND UPDATED POSITION

- 3.1 Ecology surveys have been completed on site and have identified that a protected species ie the Lesser Horseshoe bat is present, which has necessitated further surveys and ongoing discussions with Natural Resources Wales regarding mitigation measures.
- 3.2 As part of the transportation assessment, a Transport User Benefit Appraisal (TUBA) was undertaken on the project including the option of removal of the Fire Service Headquarters roundabout compared to non removal (both with dual carriageway scenarios). From the TUBA assessment it was found that the removal of the South Wales Fire Service roundabout resulted in a 50% increase in the monetised benefits ie Present Value of Benefit. This would bring a reduction in journey times and a reduction in congestion whilst offering better value for money. The initial value for money of a scheme is identified based upon the Benefit to Cost Ratio (BCR) of the scheme, using monetised impacts as to the WelTAG guidance. The BCR of the option not removing the roundabout at the Fire Service headquarters is 3.2 whilst removing the roundabout is given as 4.0. These are extremely high BCR scores , with 4.0 and above recognise as being Very High.
- 3.3 The removal of the South Wales Fire Service roundabout, which only serves the Fire Service Headquarters, will require the Council to purchase third party land or acquire the land via a CPO, obtain planning permission for the new access and obtain the approval of the South Wales Fire Service Board to the proposed works.
- 3.4 Discussions have been held with the South Wales Fire Service who support in principle the removal of their existing access with a new access supplied off the Llantrisant Business Park roundabout via Sterling Drive, subject to agreement on the detailed design and South Wales Fire Service Board approval. Currently there has been consultations with the Fire Service on the use of their land, access and design. RCT officers have presented detailed proposals to the Fire Service Operations Team during May 2019 and subject to resolution of a number of practical issues

(e.g. the new access requires a retaining wall within Fire Service land which has maintenance implications), the proposal will be recommended to the South Wales Fire Service Board for approval.

- 3.5 It would be the intention to complete the new Fire Service access ahead of the dualling works in order to minimise disruption to the emergency service.
- 3.6 There is a pedestrian desire line just south of the Coed Ely roundabout with pedestrians and cyclists traversing from Coed Ely to the existing Community Route (west of the A4119) and vice versa. There is the potential for further pedestrian / cyclist activity as a result of the inclusion of a proposed new shared route alongside the dualling and the development of the Coed Ely plateau for employment purposes by the Welsh Government /RCT joint venture.
- 3.7 In order to facilitate the pedestrian / cyclist movement three options have been investigated to maintain this desire line, namely an at-grade split toucan crossing across the dualling, provision of a subway or provision of a bridge to accommodate shared use. The provision of a toucan crossing will be the least expensive, estimated at £100k, however a Road Safety Audit Stage 1 has indicated that there are safety concerns in respect of this option. The subway would be designed to accommodate shared use and compliant ramps, this option is estimated at £800k and would require additional third party land for its implementation. The option of a shared use bridge crossing with compliant ramps and steps is estimated at over £2.0m and would require additional land to implement, in excess of the subway option. Based on the preliminary investigations the subway option is recommended for inclusion in the project.
- 3.8 Discussions have commenced with Welsh Government in respect of potential contributions to the option of a pedestrian / cyclist link based on the subway option which will also aid their development.
- 3.9 North of the Coed Ely roundabout it is single carriageway and at present there are no plans to dual this section of the A4119. However there will be the need to provide a merge north of the roundabout to take traffic from two lanes down to one. Two options have been considered, namely a Design Manual for Roads and Bridges (DMRB) compliant merge solution which will require extension to the existing river bridge structure and is estimated at £900k. The second option is a solution which will fully future proof for dualling of the next section of the A4119 northwards, will require a significant additional structure and is estimated at £1.8m. The estimated cost of dualling the next section of carriageway north of this project is estimated at £25-30m. Based on the costs and priority of future major transportation infrastructure proposed by the Council, the first option is recommended ie a compliant merge solution.

- 3.10 Negotiation with third party landowners has commenced in respect of land purchase with no plots to date acquired by the Council.
- 3.11 It has been confirmed that a planning application for the main dualling works is not required as the works constitute permitted development, by virtue of the Town & Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 13, Class A but planning permission will be required to construct the new access to the Fire Service Headquarters.

4. EQUALITY AND DIVERSITY IMPLICATIONS

- 4.1 An Equality Impact Assessment Screening form has been prepared for the purpose of this report. It has been found that a full report is not required. The A4119 Ely Valley Road dualling Llantrisant Business Park to Coed Ely Roundabouts will enhance existing movement along the strategic highway network and hence between communities.

5 CONSULTATION

- 5.1 Consultation has commenced and will continue with the stakeholders and parties affected by the A4119 Ely Valley Road dualling Llantrisant Business Park to Coed Ely roundabouts proposals and these include the Council's departments, statutory bodies, statutory undertakers and third parties whose land is required for the proposals.
- 5.2 On Monday 4th February in Ynysmaerdy and Friday 8th February in Coed Ely, public exhibitions were held presenting the A4119 Dualling between Llantrisant Business Park Roundabout to Coed Ely. A website was also live the week of the exhibition with a comments box to allow feedback on the consultation information.
- 5.3 Over 140 people attended the two exhibitions, with the vast majority expressing support verbally. There were 59 formal responses from the public via the exhibition and website. 35 of the formal responses were in favour and 7 did not indicate a preference. The remaining 17 were opposed for various reasons ranging from creating more congestion, speeding and pedestrian safety. It should be noted that the detailed design will consider the response and where appropriate and reasonable, mitigation measures will be incorporated.

6 FINANCIAL IMPLICATION(S)

- 6.1 The preliminary design has been completed for the project and has indicated that the estimated overall cost of the project is approximately

£14m which is inclusive of risk (£3m), construction, fees, land, etc. This figure is greater than the estimated cost identified in the 21/6/18 report (£9.6m) due to the inclusion of the Fire Station Service access, additional ecology mitigation works, subway and merge works north of Coed Ely roundabout. As the project progresses through the detailed design stage, the estimated costs will be further refined.

- 6.2 A total of £534k funding has been received from the Welsh Government between 2017/18 and 2018/19 via the Local Transport Network Fund for the project.
- 6.3 A total of £4.150m funding to date has been committed by the Council via its investment programme.
- 6.4 On 25th January 2018 the Cabinet agreed in principle to a £300m investment programme over the next 5 years and included in that was a sum of £65M for Highways and Transportation Infrastructure projects and A4119 dualling project specifically.
- 6.5 The Council has also secured £0.1M from Welsh Government Local Transport Funding for 2019/20 for a major economic infrastructure package (4 number projects) which includes the A4119 dualling. Further bids will be submitted in due course.

7 LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 7.1 The legal implications are considered in the body of the report of the 24th July 2018. The Council has the power to make the CPO and SRO under the provisions of the Acquisition of Land Act 1981 and Sections 14,125, 239,240,246,250 and 260 of the Highways Act.

8 LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

- 8.1 The A4119 Ely Valley Road Dualling – Llantrisant Business Park to Coed Ely Roundabouts supports a number of the authorities' own plans, policies and strategies that relate not only to transport, but the wider local agenda:

8.1.1 Well-Being of Future Generations (Wales) Act 2015

The A4119 Ely Valley Road dualling will help achieve the well-being goals and objectives of the Act. Measures along this transport corridor to reduce journey times and improve reliability will help to improve access to key employment sites in the southern part of the corridor. Increasing the proportion of employed residents will support economic growth in the area, help raise household income levels, tackle inequality

and generate greater prosperity for communities. A reduction in traffic congestion at the key pinch points along the A4119 corridor will deliver wider environmental benefits including potential reductions in traffic related carbon emissions, possible improvements to local air quality and a more attractive public realm. Investment in the A4119 corridor together with the bus operators plans to invest in further new buses, will encourage greater passenger usage on bus services and help to maintain its commercial viability. This, in turn, will ensure that the bus service continues to play an important connectivity role, linking those communities with high levels of deprivation and low car ownership (in the northern part of this corridor) with areas of buoyant economic activity and a wide range of jobs, services and facilities (in the southern part of this corridor).

8.1.2 Cwm Taf Wellbeing Plan

Replaces the Single Integrated Plan (SIP) and a number of different partnership plans that were previously produced, including the Community Strategy, Children and Young Peoples Plan, Health Social Care and Well Being Strategy, Community Safety Plan and Local Housing Strategy. The Cwm Taf Wellbeing Plan has been produced by an overarching partnership of organisations in the public and voluntary sectors. The aim is to promote thriving communities, healthy people and a strong economy. These are closely aligned to the Welsh Government's 'Programme for Government Priority Areas'.

8.1.3 Local Development Plan (LDP)

The LDP provides the framework for the development and use of land within Rhondda Cynon Taf. It sets out the objectives and priorities relating to the development and use of land and the policies and proposals for implementing them.

Core Policy CS8 – Transportation, includes specific reference to the A4119/A473 corridor. It is recognised that the corridor is a strategic transport corridor and this corridor area is subject to high demands for economic and housing developments. This policy safeguards the provision improvements to this corridor via a strategic transport corridor management system.

Policy SSA14.1 Employment Locations - Coed Ely, Tonyrefail (14.32ha of B1 and B2 use) directly links to the A4119 at this location is a strategic development which is supported by the Welsh Government.

Policy SSA10.2-10.10 Housing Allocations – 1280 housing units would benefit and be served by the A4119.

8.1.4 The South East Wales Valleys Local Transport Plan (January 2015)

This plan identifies the issues and opportunities for transport in the South East Wales Valleys area. The A4119 Ely Valley Road dualling will

complement proposals set out in the plan's short term programme for improvements to the A4119 bus corridor.

8.1.5 Strategic Opportunity Areas (SOA's)

The current context of the Cardiff Capital Region City Deal and the Valleys Taskforce means that it is more important than ever to identify where there are key strategic opportunities to work with partners to deliver economic growth in Rhondda Cynon Taf. As such, RCT has identified key strategic opportunity areas to maximise the benefit of economic regeneration and ensure RCT is successful in the global competition for investment. SOA's are geographical areas where resources are focused to provide opportunities for the private sector to invest and create new jobs. Each SOA aims to provide a comprehensive and focused package to encourage investment and enterprise. On 21st September 2017, the Council approved five Strategic Opportunity Areas (SOAs) and in particular the "A4119 Corridor: Regional Rhondda Gateway." In doing so, the Council has committed to developing and delivering projects that will achieve the primary aspirations of this Strategy, namely enabling significant economic growth and jobs. Part of this Strategy identifies Coed Ely and the A4119 as a Development Opportunity, recognising the major impact of developing approximately 14.32 hectares of reclaimed employment land at the Coed Ely former colliery site coupled with the dualling of the A4119.

- 8.2 The proposals to construct the A4119 Ely Valley Road Dualling – Llantrisant Business Park to Coed Ely Roundabouts will make a significant contribution towards the Corporate Priorities "Building a Strong Economy" and "Improving our Communities". The proposal has a significant impact on improving accessibility and connectivity which is recognised as a fundamental factor in linking the labour market with employment opportunities and supporting economic activity.
- 8.3 The project directly addresses the Corporate Plan commitment to invest in highways infrastructure and to improve the transport network.
- 8.4 On 21st September 2017 Council approved the Strategic Opportunity Areas and in particular the A4119 Corridor: Regional Rhondda Gateway.
- 8.5 The dualling of the A4119 Ely Valley Road – Llantrisant Business Park to Coed Ely Roundabouts will help support the delivery of a Wales of cohesive communities, a prosperous Wales and a Wales of vibrant culture and thriving Welsh Language.

9 CONCLUSION

- 9.1 The benefits of the provision of the dualling to this strategic highway has been highlighted in the previous Cabinet Report of 21st June 2018.
- 9.2 The public consultation on the proposed dualling of the A4119 together with alternative access for the South Wales Fire Service was positive.
- 9.3 The removal of the South Wales Fire Service access roundabout and provision of an alternative access via Sterling Drive will improve the capacity and reduce congestion on the highway.
- 9.4 The provision of pedestrian / cyclist facilities via a subway south of Coed Ely roundabout and merge facilities for traffic north of Coed Ely roundabout will enhance the project. This will ensure that the pedestrian / cyclist desire line is maintained safely and traffic will be able to merge in a safe manner when the dual carriageway reverts back to single carriageway
- 9.5 In order to commence the process it is recommended that authority be granted to the Group Director Prosperity, Development and Frontline Services to submit a planning application on behalf of the Council in respect of the new access for the South Wales Fire Service relating to the project; and obtain sufficient funding for each stage of the project: to negotiate the purchase of any land in third party ownership (as shown in Appendix A) as required for the whole project and initiate all procedures relating to making, confirming and implementation of a CPO and SRO including but not limited to the following steps:
 - 9.5.1 Seeking confirmation of the CPO and SRO by the Welsh Ministers (or, if permitted, by the Council pursuant to Section 14A Acquisition of Land Act 1981), including the preparation and presentation of the Council's case for any Written Representations, Hearing or Public Inquiry which may be necessary;
 - 9.5.2 Publication and service of notices of confirmation of the CPO and SRO and thereafter to execute and serve any General Vesting Declarations and/or Notices to Treat and Notices of Entry;
 - 9.5.3 To acquire the necessary interests in the land; and
 - 9.5.4 Referral and conduct of disputes, relating to compulsory purchase compensation, to the Upper Tribunal (Lands Chamber).

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

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Background Papers

Cabinet – 21.06.2018.

Officer to contact: