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Date: 12th May 2021

Dear Sir/Madam,

A Special digital meeting of the **Cabinet** will be held via Microsoft Teams on **Wednesday, 19th May, 2021 at 10.30 am** to consider the matters contained in the following agenda. You are welcome to use Welsh at the meeting, a minimum notice period of 3 working days is required should you wish to do so.

This meeting will be recorded and made available to view via the Council's website, except for discussions involving confidential or exempt items. Therefore the images/audio of those individuals present and/or speaking at Cabinet will be publicly available to all via the recording on the Council website at www.caerphilly.gov.uk

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Christina Harrhy'.

Christina Harrhy
CHIEF EXECUTIVE

A G E N D A

- | | Pages | |
|---|-----------------------------------|--|
| 1 | To receive apologies for absence. | |
| 2 | Declarations of Interest. | |

Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on the agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers.

A greener place Man gwyrddach



To note the Cabinet Forward Work Programme.

- 3 Cabinet Forward Work Programme. 1 - 2

To receive and consider the following reports on which executive decisions are required: -

- 4 UK Government Funding for Local and Regional Economies - The Levelling Up Fund, UK Shared Prosperity Fund and UK Community Renewal Fund. 3 - 16
- 5 A469 Troedrhwiwfwch Funding Bid. 17 - 42

Circulation:

Councillors S. Cook, N. George, C.J. Gordon, P.A. Marsden, S. Morgan, L. Phipps, J. Ridgewell, Mrs E. Stenner and R. Whiting (Unless Otherwise Amended at AGM)

And Appropriate Officers

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Cabinet Forward Work Programme – May and June 2021

19/05/2021 10:30	Levelling Up fund	To outline the opportunities and constraints for the Council presented by the new UK funding programmes and initiatives including eligibility criteria, funding allocations and development timescales and propose an initial pipeline list of Council projects eligible for submission to the new funding programmes	Kyte, Rhian; Williams, Mark S;	Cllr. Morgan, Sean;
19/05/2021 10:30	A469 Troedrihwfuch Highway Improvement Scheme	Seeking the views of Cabinet on Capital funding of £300k being made available to allow progression and development of the outline design and detailed budget estimate for the next phase of the A469 Troedrihwfuch highway improvement scheme.”	Lloyd, Marcus; Williams, Mark S;	Cllr. Ridgewell, John;
19/05/2021 10:30	ITC Strategy	To consider the strategy which is the road map proposal on how we take forward ICT in the Authority to enable Digital advancement	Lucas, Liz; Williams, Gwyn;	Cllr. Stenner, Eluned;
09/06/2021 10:30	Employee Volunteering Scheme	To seek the views of Cabinet on a proposed Employee Volunteering Scheme. To seek Cabinet approval to implement the Scheme with a review carried out at 12 months on the uptake and benefits of the Scheme. To seek the view of Scrutiny members on the development of an Employee Volunteering Scheme prior to consideration by Cabinet on 09/06/21	Foley, Sonya;	Cllr. Stenner, Eluned;
09/06/2021 10:30	Welsh Language Standards Annual Report	To inform members and seek their endorsement of the progress made during the financial year 2020-2021 against four specific areas of Welsh language work, as required under the regulatory framework for implementing the Welsh Language Standards. The report will then be published online by the deadline date of 30 June 2021, as required by Welsh Language Standard 158.	Cullinane, Anwen; Peters, Kathryn;	Cllr. Stenner, Eluned;

09/06/2021 10:30	Investment at Virginia Park/ 2nd Satellite at St Cenydd for Trinity	Recommendation to utilise Capital Earmarked Reserves for investment in Virginia Park (Youth Service & EOTAS provision); and at St Cenydd Comprehensive for a 2nd Satellite Class on this site for Trinity Fields.	Southcombe, Jane;	Cllr. Whiting, Ross;
09/06/2021 10:30	Crumlin Institute	Recommendation to give notice to the Landlords to vacate this site in line with a lease break clause late June 2021.	Southcombe, Jane;	Cllr. Whiting, Ross;
09/06/2021 10:30	Options for the reopening of Customer Services and Cash Handling	The report will outline options for the potential reopening of Customer Services and the future arrangements for cash handling.	Harris, Stephen R;	Cllr. Stenner, Eluned;
23/06/2021 10:30	Financial Sustainability Assessment 2020/21 – Caerphilly County Borough Council.	To present the Audit Wales report on the findings of the 2020/21 Financial Sustainability Assessment for Caerphilly CBC. Presenting Officer – Gareth Jones (Audit Wales).	Harris, Stephen R;	Cllr. Stenner, Eluned;
23/06/2021 10:30	Provisional Revenue Outturn for 2020/21	To provide Cabinet with details of the provisional revenue budget outturn for the 2020/21 financial year prior to the annual external audit of the accounts by Audit Wales.	Harris, Stephen R;	Cllr. Stenner, Eluned;
23/06/2021 10:30	Provisional Capital Outturn for 2020/21	To provide Cabinet with details of the provisional capital outturn for the 2020/21 financial year prior to the annual external audit of the accounts by Audit Wales.	Harris, Stephen R;	Cllr. Stenner, Eluned;
23/06/2021 10:30	Delivering Good Governance – Caerphilly County Borough Council	To present the Audit Wales report on the findings of the Delivering Good Governance review for Caerphilly CBC. Presenting Officer – Gareth Jones (Audit Wales).	Harris, Stephen R;	Cllr. Stenner, Eluned;



CABINET – 19TH MAY 2021

SUBJECT: UK GOVERNMENT FUNDING FOR LOCAL AND REGIONAL ECONOMIES – THE LEVELLING UP FUND, UK SHARED PROSPERITY FUND AND UK COMMUNITY RENEWAL FUND

REPORT BY: HEAD OF REGENERATION AND PLANNING

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1. PURPOSE OF REPORT

- 1.1 To update Cabinet on the UK Government's recent announcements of a number of new funding and finance programmes for local and regional economies.
- 1.2 To outline the opportunities and constraints for the Council presented by the new UK funding programmes and initiatives including eligibility criteria, funding allocations and development timescales.
- 1.3 To propose an initial pipeline list of Council projects eligible for submission to the new funding programmes and seek endorsement to begin the necessary pre-application development work.
- 1.4 To highlight the impact the programmes will have on the Council in administering the new programmes.

2. SUMMARY

- 2.1 The UK Government has recently published details on several new funding and finance programmes for local and regional economics, which are intended as the "replacement programmes" for EU Funds, namely: The Levelling Up Fund, The UK Community Renewal Fund and the UK Shared Prosperity Fund.
- 2.2 The Report provides an overview of each of the new UK funding programmes and their future funding opportunities for the Council. A move towards this domestic funding arrangement will be instrumental to the future economic resilience and prosperity of Caerphilly County Borough but will have resource implications for the Council who will be responsible for administering the programmes.

3. RECOMMENDATIONS

- 3.1 That Cabinet:-
 - (i) Consider the details of each of the new UK Funding programmes and the

opportunities for the Funds to contribute significantly to the Council's own Place Shaping, Transformation and Regeneration agendas.

- (ii) Approve the projects set out in paragraph 5.12 in respect of the Levelling Up Fund that have been identified through a Project Prioritisation exercise and to seek approval to add the Risca brownfield site to the Council's Place-shaping Framework
- (iii) Approve the submission of the Merthyr/Rhymney constituency bid by the Round One deadline with the other bids being submitted in Round 2 of the programme (June 2022)
- (iv) Note the need for funding to be earmarked to support the projects development in order to maximise their chance of success and to cover the necessary match requirements.
- (v) Endorse the creation of a Task and Finish group, under the TeamCaerphilly governance framework, to further develop the prioritised projects for the Levelling Up Fund (LUF) including all necessary pre-application work, including engagement with neighbouring Local Authorities on collaboration projects.
- (vi) Support the continuation of our collective challenge towards the UK Government prioritisation methodology used to determine the Community Renewal Fund Priority 100 places, to enable us to influence the forthcoming UK Shared Prosperity Fund indicators.
- (vii) Acknowledge that there will be a significant resource impact for the Council in administering the Programmes and a need to identify suitable resources to administer the Levelling Up, CRF programmes and the impending Shared Prosperity Fund.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To ensure that the Council is fully prepared to maximise future funding opportunities from the new UK Funding Programmes for the benefits of its citizens and communities and to allow for robust engagement to take place.
- 4.2 To ensure Caerphilly CB transitions successfully from EU Funding programmes to the emerging new UK funding landscape and existing levels of external investment are maintained.
- 4.3 To foster collaborative working across Service Areas to ensure the viability and realisation of the Council's long-term Place Shaping, Transformation and Regeneration strategies.
- 4.4 To ensure that there is sufficient officer capacity to co-ordinate and administer the new funds.

5. THE REPORT

- 5.1 The UK Government has recently published details on several new funding and

finance programmes for local and regional economies, which are intended as the “replacement programmes” for EU Funds. A summary of the new funding programmes follows:

THE LEVELLING UP FUND (LUF)

- 5.2 The UK Government has recently announced that the LUF would apply for the whole of the UK, with a £4.8bn budget of which £800 million is being made available for Scotland Wales and Northern Ireland.
- 5.3 The Fund is managed by the UK Government via the Treasury, the Ministry of Housing, Communities and Local Government and the Department for Transport. The UK Government has opened applications for the LUF and published a Prospectus to provide guidance on how to submit bids. It is important to note that funding will be delivered through local authorities – Welsh Government will no longer have a role in administering the funds.
- 5.4 The UK Government has published rankings for local areas, between 1 and 3. Those areas in category 1 are considered most in need of “levelling up” and will be prioritised for investment. Caerphilly has been classed as a category 1 area.
- 5.5 The LUF is a competitive fund. The £800 million will be allocated across Scotland, Wales and Northern Ireland over four years from 2021-22 to 2024-25. To apply for funding from the first round of the LUF, local authorities must submit their bids to the Ministry of Housing, Communities and Local Government by **noon on 18 June 2021**. Decisions on successful bids are expected to be made in the autumn of 2021. Annual rounds are then expected thereafter.
- 5.6 The first round of the LUF will focus on three themes:

THEME	TYPE OF PROJECT SUPPORTED
TRANSPORT INVESTMENTS	Investments in new or existing cycling provision Improved priority for local bus services (e.g. bus priority lanes or signal priority at junctions). Enhanced public transport facilities, such as bus stops and stations. Accessibility improvements to local transport networks for disabled people. Enhancements and upgrades to local road networks (e.g. by passes and junction improvements) Structural maintenance works to local roads, including bridges. Multi-modal proposals which combine two or more interventions to enhance transport across modes.
REGENERATION AND TOWN CENTRES	Regenerating key leisure and retail sites and improving their security, in order to encourage new businesses and public services to locate there.

	<p>Removing derelict buildings and other eyesores to make way for new developments.</p> <p>Site acquisition and remediation of abandoned or brownfield sites, for both commercial and new residential use.</p> <p>Improving the public realm including high streets, parks and green spaces, designing out opportunities for crime and anti-social behaviour.</p> <p>Creating better connectivity between and within key retail and leisure sites.</p> <p>Putting forward 'Town Deals' for individual or groups of smaller towns.</p>
<p>CULTURAL INVESTMENT</p>	<p>Upgrading and creating new cultural and creative spaces including sports or athletics facilities, museums, arts venues, theatres, libraries, film facilities, prominent landmarks or historical buildings, parks or gardens.</p> <p>New, upgraded or protected community hubs, spaces or assets (and associated green spaces).</p> <p>Acquiring and refurbishing key cultural and heritage sites including hotels and historic buildings.</p>

- 5.7 The first round of funding will prioritise projects which are able to demonstrate investment or begin delivery on the ground in 2021-22 financial year. In addition, it is expected that there will be some spend in 2021/22. The UK Government has advised there will be future opportunities to bid in subsequent rounds.
- 5.8 The number of successful bids that a local authority can make will relate to the number of MPs in their area. In this context Caerphilly CB is eligible to submit three applications, one of which will be a joint bid with Merthyr. Notably the MP for the area should endorse the projects to be submitted for their constituency. In addition, the authority is allowed to submit **one additional** transport related project.
- 5.9 As outlined above £800m has been identified for Wales, Scotland and Northern Ireland. It is predicted that Wales will receive circa £240m over the course of the programme. This equates to only 12 projects (assuming that bids are up to the £20m threshold) throughout Wales being funded. If large transport projects (valued at up to £50m) are approved, then the number of projects funded will further reduce.
- 5.10 It is expected that all funding under the first round the LUF will be **spent by 31 March 2024**. (2024-25 by exception only for larger transport schemes). Deliverability is a crucial consideration both in terms of the ability to produce a bid with an acceptable level of detail by the 18th June 2021 followed by the ability to complete the project by 31st March 2024.

- 5.11 The LUF will focus investment on projects that require up to £20 million of funding. There is scope for investing in larger high value transport projects by exception. Bids above £20 million and below £50 million will be accepted for transport projects only. Local authorities will be expected to provide match funding at an intervention rate of at least 10% for all projects submitted.
- 5.12 A list of CCBC projects which would potentially be eligible is outlined below. This list has been distilled through a vetting process undertaken by senior officers from within the Regeneration and Infrastructure divisions with the Place-shaping Framework in mind.

Caerphilly Constituency (up to £20m)

Project	Place-shaping Framework
Provision of infrastructure at Caerphilly Business Park for new industrial/employment units aimed at SME's	WB02 - Industrial / employment Proposals. Develop proposals for improving and enhancing the offer at sites across the county borough.
Bedwas Bridge roundabout –road and bridge enhancements to mitigate against traffic congestion along with complementary active travel schemes	WB04 - County borough Wide Highways investment Maintenance and upgrade of the highway infrastructure.
Ness Tar brownfield site – Provision of an access road to traverse the rail line to unlock this large site for development (subject to due diligence)	WB05 – Caerphilly Basin, potential development of a key brownfield site within Caerphilly town centre for mixed use facilities.

Islwyn Constituency (up to £20m)

Project	Place-shaping Framework
Cwmcarn Visitor attraction – a commercial opportunities masterplan is being prepared. Phase 1 projects from this masterplan will be implemented including the possible development of an accommodation block plus a number of attractive new visitor attractions;	WB05 - Cwmcarn Adventures play area/new lodges. WB05 - Create a Premier Parks Programme that includes Cwmcarn Forest Drive.
Mon Brecon Cwmcarn spur Canal enhancements – providing longer navigable stretches along the canal and improving the connectivity to Risca from the Cwmcarn Forest site;	WB05 – Canal improvement works at Risca.

Redevelopment of a Strategic Town Centre Site, Risca – Pursue options to purchase and develop this important brownfield site. Options to explore include a new waterside park that will act as a visitor attraction, hotel accommodation and other complementary uses.	Not identified – the site is however identified as suitable for redevelopment in the Adopted Local Development Plan.
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Merthyr/Rhymney Constituency (up to £20m)

Project	Place-shaping Framework
The A469 relief road – improvements to stabilise the arterial road route to Upper Rhymney Valley and the Heads of the Valleys.	WB04 - A469 New Tredegar/ Pontlottyn improvement.

Separate Transport Bid (up to £50m)

Project	Placeshaping Framework
Caerphilly Transport Interchange – take project on from feasibility and design stage (Weltag and RIBA stage 2) to practical completion.	WB04 – Caerphilly Transport Interchange.

- 5.13 Cabinet are asked to consider the suite of projects and the recommendations of officers set out in 5.12 above to determine which projects should be submitted. As outlined above it is important that consideration is given to whether submissions can be made by the deadline of June 2021 for first round consideration and whether projects can be completed by the deadlines set out above. It should be noted that the only scheme that is not included within the current adopted Place-shaping framework is the brownfield site at Risca and officers recommend this now be added to the programme.
- 5.14 After consideration of the bid and project deliverability timescales, officers would recommend delaying 3 of the submissions until 2022 (year 2 of the LUF programme) when the projects will be more fully formed. It is however understood that Merthyr intend submitting a bid centred on Cyfarthfa Castle by the first-round deadline of 18th June 2021. As each bid submitted per constituency can be a bid for an individual project or a package bid consisting of multiple projects, a package bid could be developed collaboratively with Merthyr by June which includes the A469 road improvements and Cyfarthfa castle. In this regard officers have met with counterparts in Merthyr CBC to discuss the submission of a packaged bid (which includes works to the A469) by the 18th June 2021 deadline and are awaiting feedback.
- 5.15 Discussion with MP's has been ongoing throughout the process to date and if Cabinet are minded to support the proposed projects, further detailed discussion will be required prior to proceeding with the projects. Equally, discussion with MS members will also be required.

- 5.16 The LUF assessment process will be based on four key criteria:
- **Characteristics of the place** – each local authority will be sorted into category 1, 2 or 3 based on UK Government assessment metrics, with category 1 representing the highest level of identified need.
 - **Deliverability** - will be based on supplementary finance, management and commercial cases, with bids able to demonstrate investment and which begin delivery on the ground in 2021-22 financial year prioritised in the first round of funding.
 - **Strategic fit with local and Fund priorities** – this should be addressed in the strategic case of submissions and should include support from stakeholders.
 - **Value for money** – an economic case should be submitted to explain the benefits of the bid and how it represents value for money.
- 5.17 £125,000 of capacity funding will be allocated to all eligible local authorities with the primary intention of supporting the relevant local authorities to develop their bids for later rounds of the fund. This could be used to employ additional staff or targeted at project development. However, this funding alone will not cover the work required to get the suite of projects identified above to submission stage. It is therefore recommended that additional resources are identified to allow the necessary design and feasibility work to commence in readiness for submission. The projects outlined in paragraph 5.12 above sit almost exclusively within the Council's Placemaking Framework and the resourcing of these projects will need to be considered as part of the overarching resource plan for the Place-shaping programme. Discussion between the Head of Regeneration and the Head of Transformation will ensure an appropriate resource plan is developed and delivered. This report recommends the setting up of a task and finish group that will sit under the umbrella of the overall Team Caerphilly governance framework.
- 5.18 As it is envisaged that a maximum of 12 projects throughout Wales will be funded through the LUF, expectations of success need to be managed and consideration whether all 4 potential projects should be developed and submitted. Officers recommend focusing resources on those projects that can be developed to the necessary robust stage by the deadlines as this will increase the Council's chance of success. These projects will need to be considered holistically and as such as these projects develop, officers will also explore alternative and complementary funding sources to the LUF.

THE UK COMMUNITY RENEWAL FUND (UKCRF)

- 5.19 The UK Community Renewal Fund is a £220 million programme designed to operate during 2021-22 as a precursor to the UK Shared Prosperity Fund that will be launched the following year. The UKCRF will help inform the design of the UK Shared Prosperity Fund through funding of one- year pilots. The UKCRF will be a competitive process with no pre-set eligibility.
- 5.20 The UK Government has identified 100 Priority places based on economic resilience that will be prioritised for funding. **Notably, Caerphilly is not listed in the 100 Priority Places.** CCBC is one of only two South East Wales Local Authorities not listed in the top 100, along with Bridgend County Borough Council. Officers have met with UK Government officials to discuss and challenge the methodology. The clear message is that the methodology will not change for the UKCRF but that there is an opportunity for Councils to influence the indicators that will be used for the UK

Shared Prosperity Fund before it is introduced.

5.21 In Wales, Local Authorities will be expected to administer the Fund. The UK Government is expecting the Lead Authorities of all UK places (LA's in Wales) to invite bids from a range of project applicants. The LA will then have to appraise and prioritise a shortlist of projects up to a maximum of £3 million per place and submit a shortlist of projects to UK Government by the 18 June 2021. The role of CCBC is clearly set out below:

- Invite bids from a range of Project Applicants, including but not limited to universities, voluntary and community sector organisations, and umbrella business groups.
- Undertake constructive engagement with local partners, including but not limited to lower tier local authorities and elected representatives, and other public, private and third sector organisations.
- Collaborate with other Lead Authorities or partners across the UK where relevant – for example to promote cross-border project opportunities that address needs in common or achieve efficient delivery scale.

- Appraise and prioritise a shortlist of projects (up to a maximum of £3m per place).

- Submit a shortlist to UK Government who will assess the proposals and select projects based on the criteria set out in the UK Community Fund Prospectus.
- Enter into a funding agreement with UK Government to deliver successful bids.

- Issue agreements to successful bidders once funding has been agreed by the UK Government, and then undertake monitoring and assurance activity.

5.22 The Lead Authority in the 100 Priority Places will receive capacity funding to help them invite and appraise bids locally. Each lead authority in the 100 will receive £20,000. **Notably Caerphilly CBC will not be eligible for this capacity funding and therefore CMT/ Cabinet will need to consider how the CCBC role in appraising and coordinating funding bids for the UKCRF can be resourced.** The UKCRF will however provide all Lead Authorities with funding to be used towards the costs incurred in managing successful Fund awards. For Caerphilly this relates to a flat rate of 2% of the value of the UKCRF spent by each project.

5.23 Cabinet is asked to consider the Council's role as a Lead Authority for the UKCRF and acknowledge that this will have an impact on several departments, most notably Regeneration and Finance. Whilst the Council may decide not to submit its own project proposal to the Fund, it has a responsibility to support other eligible organisations bring forward their own proposals for consideration and instigate the bullet points set out above. This will have an impact on the departments tasked with managing the process and suitable resources need to be allocated to allow them to do this effectively.

5.24 The UK Government is encouraging all Lead Authorities to submit bids, irrespective of their current ranking. A project located outside of the top 100 Priority Places may still be considered for funding but will be scored with a different weighting on the key bid assessment criteria (e.g. Strategic Fit, Deliverability) in comparison to projects within a Priority Place. The UK Government requires Local authorities to evidence that they have consulted with a range of local stakeholders on the bids. CCBC have

started this process and information on the programme is now available on the Council's website.

5.25 90% of funding through the UKCRF will be revenue funding focussed on four main investment areas:

- **Investment in Skills**
- **Investment for Local Business**
- **Investment in Communities and Place**
- **Supporting People into Employment**

5.26 As part of the ongoing discussions regarding the UKCRF, staff from the Authority's Employment Support teams have participated in discussions with counterparts from employment teams across the Cardiff Capital Region, to develop the opportunity for submitting a collaborative regional bid for feasibility for an employability project under the area of Supporting People into Employment. Another Cardiff Capital Region bid will focus on a regional approach to housing retrofit

5.27 The timescales for the UKCRF are as follows:

18 June 2021

- Lead Authorities in Great Britain submit shortlists of projects to UK government for assessment.
- From 18 June and throughout July, UK government assesses bids.

Late July 2021 onwards

- UK government announces successful projects for the UK Community Renewal Fund.

31 March 2022

- UK Community Renewal Fund finishes.

THE UK SHARED PROSPERITY FUND (SPF) – 2022-23 Onwards

5.28 The UK Government's long-term vision for the UK Shared Prosperity Fund (UKSPF) is "to help level up and create opportunity across the UK for all people and places". The UK Government maintains it is committed to ensuring the total domestic UK wide funding will at least match EU receipts with a target of £1.5 billion per year.

5.29 As EU Structural Funds tail off after 2022-23, it is intended that the UKSPF will replace them as a programme distinct from the UKCRF and complimentary to the Levelling Up Fund (LUF), through investment in skills, enterprise and employment.

The main components of the UK Shared Prosperity Fund will include:

- A place-based portion which will target places most in need across the UK, such as ex-industrial areas, deprived towns and rural and coastal communities. It will support people and communities, opening up new opportunities and spurring regeneration and innovation. It will enable joined-up, holistic investment to support local communities and people.

- A second portion of the Fund will be targeted to people most in need through bespoke employment and skills programmes that are tailored to local need. This will support improved employment outcomes for those in and out of work in specific cohorts of people who face labour market barriers.
- 5.30 Based on the information available in the various Prospectus, a broad comparison can be made that the LUF is designed to replace ERDF with investment for capital infrastructure projects while the UKSPF is comparable to ESF with a direct focus on skills, enterprise, employment and training.
- 5.31 Further details on the SPF are yet to be published by the UK Government and the funding profile will be confirmed at the next Spending Review. As with the LUF and CRF the programme will be managed locally (in Wales, the Unitary Authorities) who will have to have appropriate resources aligned to undertake the role.
- 5.32 As highlighted earlier within the report, we have a “window of opportunity” available to us to influence the shape of the UK Shared Prosperity fund. It is therefore recommended that we continue with our targeted lobbying approach, working with our MP’s, local politicians and officers over the next few weeks.

Conclusion

- 5.33 The new UK Funding Programmes, including the Levelling Up Fund, UK Community Renewal Fund and UK Shared Prosperity Fund, represents a significant opportunity for the Council to progress many of its prioritised economic development strategies and plans. However, it must be recognised that this is not the only funding source available for such projects. These projects, as with all other projects detailed in the Place-shaping plan need individual funding packages that maximise the various forms of funding available to us. Many of the sources of UK Government funding that is available at this time, we must be in a position to compete for. However, grant funding such as the two sources of funding discussed within this report, provide a positive foundation upon which to fund such projects.
- 5.34 It must be acknowledged however, that additional resources both human and financial will need to be assigned to these programmes to ensure that the Council is suitably prepared to deliver maximum impact across the county borough. Members are aware that the resourcing of the Place-shaping programme is currently being considered, and these project resource requirements must be considered within this overall programme of projects.
- 5.35 The Levelling up Fund and subsequent Shared Prosperity fund are to address social and economic disadvantage in much the same way as its predecessor ESF so the Council needs to ensure key stakeholders from across the Authority are prepared and engaged, including partners and the community.
- 5.36 The introduction of these two funding programmes from UK Government, has highlighted the need for the Council to respond quickly to the new dynamics associated with these key funding programmes and the new protocols that put the Council at the heart of delivery and administration. The Shared Prosperity Fund, which will be much larger than the CRF will follow this new way of working when it is launched in 2022/23 and every effort should be made now to ensure that Caerphilly is ready over the longer term.

6. ASSUMPTIONS

- 6.1 This report assumes that the LUF programme will continue with similar themes to those outlined above in future funding rounds.
- 6.2 Scrutiny of the LUF prospectus and application forms has concluded that that bids submitted in June 2021 must be ready to move to the construction phase in 2021/22 in order for them to be considered for approval.
- 6.3 This report assumes that a number of external agencies will submit bids under the Community Renewal Fund and that the Council as lead authority will need to appraise and co-ordinate these before their submission.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

- 7.1 The UK programmes outlined in the report will have a positive impact on equalities, Welsh language and the Socio-economic Duty. A generic IIA has been completed with the information that is available for each of the UK programmes that require project proposals to be submitted in June 2021. However, as each proposal is taken forward, a more detailed IIA will be undertaken at the time. A link to the current assessment is provided below:

https://www.caerphilly.gov.uk/CaerphillyDocs/IIA/IIA_Planning_Apr2021

8. FINANCIAL IMPLICATIONS

- 8.1 It is anticipated that the new UK Funding Programmes will not offer 100% grant intervention rate and an element of match funding will be required for each of the Council's endorsed projects and this will be included in the detailed funding model as it is developed. The Head of Financial Services and S151 officer will consider such proposals within the overall funding envelope of the Place-shaping programme which has previously been approved by Cabinet.
- 8.2 The requirement for additional staffing resources will be considered within the project support growth bid which was recently approved by Council as part of the 2021/22 budget.

LUF

- 8.3 The LUF Prospectus encourages bids to include "a local financial contribution representing a least 10% of total costs". A contribution would be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific project. In the same manner local authorities will need to find suitable match should they submit projects.
- 8.4 A flat rate of £125,000 of capacity funding will be made available to all local authorities to support development work on future rounds of the Levelling Up Fund. This could be used to develop projects for submission or to appoint staff to manage the Levelling Up Programme.

UKCRF

- 8.5 The UKCRF will also provide Lead Authorities with funding to be used towards the costs incurred in managing successful Fund awards. A flat rate of 2% of the value of the UKCRF spent by each project may be used by Authorities for the costs incurred during project implementation. For example, for a project with a financial profile of

£2m a budget of £40,000 would be available for its management. However, this will only be available if the bid was successful.

- 8.6 A dedicated resource will be required to appraise and co-ordinate bids under the UK Community Renewal Fund. It is the view of Officers that this one-year programme could require the equivalent of at least two new posts if a volume of applications is received. With the impending deadlines being imminent, there is little scope to advertise and appoint into these positions. Service heads will need to rely on their existing staff to deal with the workloads generated by this programme in its early stages. However, it is apparent that additional resources will be required to deliver future rounds of the UKLUF and the UK Shared Prosperity Fund (when it is launched) and managers are now tasked with developing mechanisms for dealing with this pressure.
- 8.7 The Technical guidance note for the UKCRF states that *“UK Government acknowledges that local authorities have established procedures for awarding grants and for financial management and control”*. In this respect, the Council has an established procedure for the appraisal of high value grant awards through delegated powers to the Regeneration Project Board or the Rural Development Plan’s LAG. These procedures could be suitably adapted at pace for the purposes of managing the UKCRF.

9. PERSONNEL IMPLICATIONS

- 9.1 In England, Scotland and Wales, funding will be delivered through local authorities. This is a significant change from previous EU funding programmes, which were managed and administered by the Welsh European Funding Office.
- 9.2 In the first instance it is suggested that the £125,000 capacity funding could be part or fully used to appoint an officer to oversee the Levelling Up projects. The resourcing of these projects will be considered with the Head of Transformation as part of the overall resource plan to enable the delivery of the Place-shaping programme.
- 9.3 Managing and administering the UKCRF represents a significant resource challenge for the Council as it will be responsible for inviting bids from project applicants, undertaking the project appraisal and prioritisation process, and the Council will be expected to work directly with UK Government on the administration of the funds, should there be successful applications within the county borough.
- 9.4 There will be issues in identifying sufficient staff resources to manage the UKCRF and a similar position exists with the UKLUF. Cabinet is asked to recognise that clearly this additional work will be prioritised against other existing priority areas.
- 9.5 Following the conclusion of this programme, the Council will need to prepare itself for the launch of the much larger UK Shared Prosperity Fund, alongside the Place-shaping programme, to ensure we are positioned to respond accordingly and maximise all funding sources available to us.

10. CONSULTATIONS

- 10.1 All consultation responses are reflected in the report.

11. STATUTORY POWER

11.1 The Local Government Acts 1998 and 2003.

Author: Allan Dallimore, Regeneration Services Manager

Consultees: Cllr Sean Morgan, Deputy Leader and Cabinet Member for Economy and Enterprise
Christina Harray, Chief Executive
Mark S. Williams, Corporate Director of Economy and Environment
Stephen Harris, Head of Financial Services & Section 151 Officer
Rhian Kyte, Head of Regeneration and Planning
Richard Edmunds, Corporate Director for Education and Corporate Services
Stephen Harris, Head of Financial Services and Section 151 Officer.
Marcus Lloyd, Head of Infrastructure
Clive Campbell, Transport Engineering Manager
Sue Richards, Interim Head of Transformation
Liz Goodwin, ESF Co-Ordinator
Sarah Jane Irish, Development and Monitoring Manager
Andrew Griffiths, Employment Manager
Lynne Donovan, Head of People Services
Robert Tranter, Head of Legal Services/Monitoring Officer
Paul Hudson, Business, Enterprise and Renewal Team Manager
Dave Roberts, Principal Accountant, Corporate Finance
Victoria Camp, Transformation Manager
Anwen Cullinane, Senior Policy Officer, Equalities and Welsh Language

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CABINET 19TH MAY 2021

SUBJECT: A469 TROEDRHIWFUWCH FUNDING BID

REPORT BY: DIRECTOR FOR ECONOMY AND ENVIRONMENT

1. PURPOSE OF REPORT

- 1.1 This report is seeking the views of Cabinet on allocating Capital funding of £300k to allow progression and development of the outline design and detailed budget estimates for the next phase of the A469 Troedrhifwuch highway improvement scheme.

2. SUMMARY

- 2.1 Following the closure of the A469 at Troedrhifwuch in 2014 due to a Welsh Water main burst, an option analysis for alternative routes suggested a funding requirement of some £80m was needed. A feasibility report was presented to Welsh Government and it was requested that an extensive review of the existing carriageway condition be undertaken before any commitment to road diversions would be considered. An initial study undertaken in 2016 indicated the likelihood that the failure mechanism appeared deep seated and monitoring of the site movement was commenced. A resilient roads grant secured in 2020 allowed a more extensive site investigation which has identified that the depth and extent of the disturbed area within the landslip is not as great as that initially indicated, although the road cannot be fully opened without remediation works. Progress in 2020/21 identified potential solutions and further funding is required to progress the next phase of development. Given the ongoing stability issues and only one traffic lane access restrictions, securing funding to allow the development of the outline design of the preferred solution is a priority for 2021/22.

3. RECOMMENDATIONS

- 3.1 As the Welsh Government resilient roads funding only extended until 31st March 2021, it is recommended that a further £300k is allocated to enable the completion of the feasibility / design to arrive at a preferred option which can then be taken forward to a position that incorporates detailed highway design, procurement, and construction.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 The recent site investigation and study has demonstrated that there are economic

solutions for stabilising the existing highway corridor, as opposed to the 2016 study which suggested otherwise. Options have been developed that could negate the need for a new road and ensure the ongoing stability of the existing section of highway. Capital funding will allow progression and development of the outline design and detailed budget estimates. This in turn will allow further funding to be sought for the detailed design and construction phase which would be expected between 2022/24.

5. THE REPORT

- 5.1 The A469 road between New Tredegar and Pontllytyn is a major link to the A465 Heads of the Valley Trunk Road to the North and a vital link for communities to the A4049 strategic highway to the south. In February 2014 accelerated movement resulted in the A469 at Troedrhifwuch being closed for three months causing significant disruption to utility services, businesses, schools and residents in the area. Funding was secured from the Welsh Government to undertake a highway resilience feasibility options appraisal study which was completed in July 2016. The study concluded that the geotechnical risk for the site was likely to remain high and that it would be difficult, due to the size and scale of the stabilisation works required, to protect the highway from future movement. The study also looked at alternative route options to divert the A469 away from the slip area with overall costs estimates ranging from £60 million to £80 million. The study recommended further investigations to fully understand the nature and magnitude of the geotechnical risk posed by the landslip and that further investigations would be required. The site movement has been monitored over the subsequent years.
- 5.2 Following storm Dennis in February 2020 further accelerated movement resulted in raised concerns about the overall stability of the highway corridor. As a precautionary measure the carriageway was reduced to a single lane under temporary traffic light control to reduce live and dynamic loading on the slip area. Funding was immediately secured under the resilient roads fund grant to allow further detailed investigation of the slip area. External geotechnical consultants were engaged to undertake an extensive and detailed site investigation of the slip area to understand the nature and full extent of the slip, determine the current stability of the site and consider any options available to stabilise the area in both the long and short term.
- 5.3 From the site investigation, the consultants have been able to determine the current state of the slip in terms of stability. A pictorial representation of the analysis has been attached within Appendix 1. The minimum factor of safety that would be considered acceptable in situations like this is 1.3 and preferably 1.5 to ensure continued stability. The factors of safety calculated for the current situation range from 0.36 to 1.26, where anything below 1 indicates an active slip. The analysis indicates that the general slip area is fluctuating above and below the equilibrium factor of safety of 1. It further indicates that external factors such as excessive rainfall and ground water can cause a reduction in the slip factor of safety and trigger movement. This is also further compounded by heavy dynamic and static loading from vehicle traffic. Contrary to the 2016 study findings, this most recent and more extensive investigation suggests that there are options available that can be implemented, which would ensure the integrity/stability of the highway corridor in both the short and long term.

- 5.4 The site investigation results and analysis have demonstrated that the slip area is currently in a cyclic state of periods of stability and instability. The periods of instability are typically triggered by some external factors such as extremes of weather (heavy rainfall) and to a lesser extent dynamic and static load changes. It is for this reason that maintenance works have been undertaken on several occasions to seal the surface cracking in the carriageway and footway to reduce the ingress of water through the surface, although this does not address the ground water issue. It is also the reason why temporary traffic management has been installed to limit traffic to the north bound lane which both reduces the dynamic and static loading by slowing vehicles down and reducing their number in the area at any one time. While the foregoing actions go some way towards reducing the extremes of the triggered movement they in no way prevent it and as such the current restrictions in terms of single lane running and reactive repair will remain in place for the foreseeable future.
- 5.5 The recent site investigation study has demonstrated that there are economic solutions for stabilising the existing highway corridor, as opposed to the 2016 study which suggests otherwise. The next stage is to develop the feasibility design further to arrive at a preferred option which can then be taken forward to detailed design, procurement, and construction. The current funding made available by the Welsh Government under the resilient roads funds only extended until the end of March 2021. To progress with the further outline and detailed design of the project additional funding needs to be secured.
- 5.6 Options have been developed that could negate the need for a new road and ensure the ongoing stability of this section of highway, these are detailed in Appendix 2, presented in tabular form detailing pros and cons together with preliminary cost estimate for the options considered.

5.7 **Conclusion**

Given the specialist nature of the proposed engineering solutions a phased approach to procurement would be suggested if the £300k Capital monies are made available.

The first phase would be to appoint a specialist consultant to develop the feasibility designs to allow the selection of a preferred option (from Appendix 2), and the development of the preferred option to outline design stage. Development of the preferred option will also allow detailed budget estimates to be prepared.

The second phase of procurement will involve the appointment of a design and build contractor. The use of this approach is suggested for two main reasons, the first is buildability - this project is likely to be logistically very difficult to deliver and the appointment of a specialist contractor to both design and construct this project is seen as the best way forward. Specific stipulations could be made such as stating that single way traffic flows must be maintained during construction, given that it would be a design and build contract, the contractors could then take this into account when developing their proposed solutions. Secondly is risk, this will sit mainly with the contractor, which given the complexity of the project and provides greater assurance to the authority as the selected contractor will have full input to both design and construction.

6. ASSUMPTIONS

- 6.1 It has been assumed that further design feasibility work costing circa £300k will be required to place the authority in a position to bid for external funds to complete the necessary works to maintain this accessible route to the Upper Rhymney valley.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

- 7.1 The IIA indicates that the reopening of the road will have a wide-ranging positive impact for all road users, the local communities and economy in doing so. Not progressing with the proposal could have the reverse negative impact as the road could eventually fail and could close off or isolate communities resulting in lengthy diversions which would increase travel costs and make journeys to friends, families, education, employment or leisure more difficult.

Full Integrated Impact Assessment included in Appendix 3

8. FINANCIAL IMPLICATIONS

- 8.1 Initial consultation with Corporate finance has been undertaken and it is recognised we have statutory duties to maintain the Highway. The £300k funding will allow design and tenders to progress, however, the longer-term construction costs for the scheme will need to be secured via additional capital funding and / or external funding bids.

9. PERSONNEL IMPLICATIONS

- 9.1 None

10. CONSULTATIONS

- 10.1 The views of consultees have been incorporated and addressed within the report. There were no views which differ from the recommendations.

11. STATUTORY POWER

- 11.1 The recommendation to fund the design options addresses the authority's statutory duty under the Highways Act to maintain the highway in a safe condition and promotes the well-being of our future generations.

Author: Chris Adams, Highway Engineering group Manager

Consultees: Cllr John Ridgewell, Cabinet Member for Environment and Infrastructure
Christina Harray, Chief Executive
Mark S Williams, Corporate Director for Economy and Environment
Marcus Lloyd, Head of Infrastructure
Robert Tranter, Head of Legal Services and Monitoring Officer
Lynne Donovan, Head of People Services

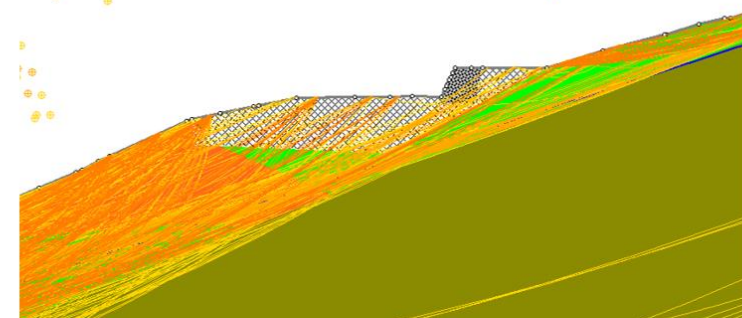
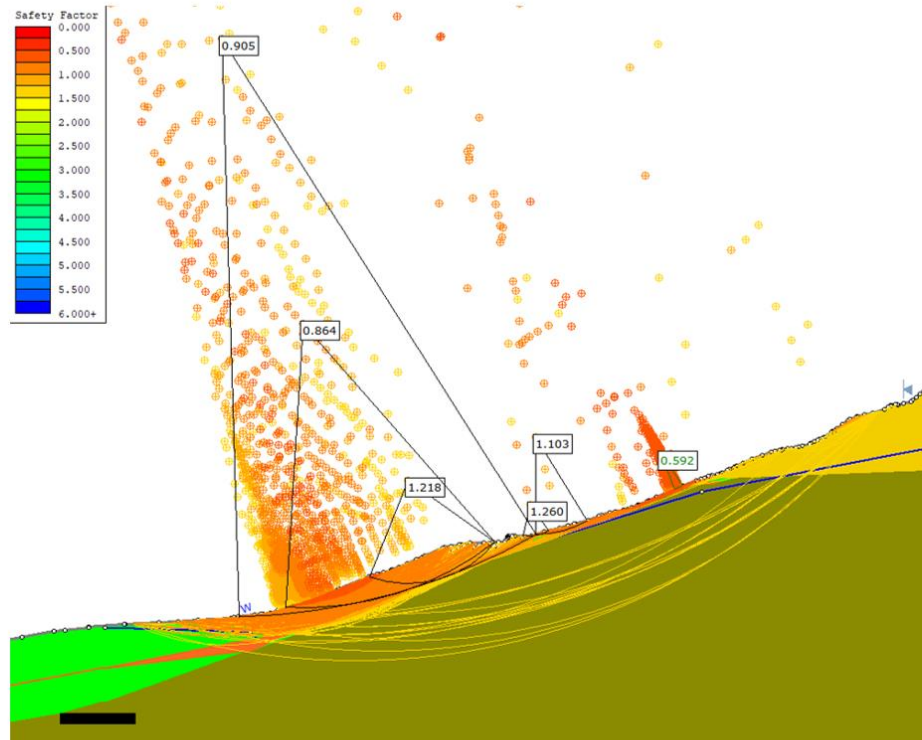
Stephen Harris, Head of Financial Services & S151 Officer
Rhian Kyte, Head of Regeneration and Planning
Liz Lucas, Head of Customer and Digital Services
Gareth Richards, Highway Services Group Manager
Clive Campbell, Transportation Engineering Manager
Kevin Kinsey, Principal Engineer
Anwen Cullinane, Senior Policy Officer – Equalities, Welsh Language,
Consultation
Paul Adams, Senior Assistant Accountant
Shaun Watkins, HR Service Manager
Ian Evans, Procurement and Information Manager
Cllr Mark Evans (New Tredegar)
Cllr Mrs Eluned Stenner (New Tredegar)
Cllr Gaynor Oliver (Pontlloftyn)
Cllr John Bevan (Moriah)
Cllr David Harse (Moriah)
Cllr Carl Cuss (Twyn Carno)
Cllr David Hardacre (Darren Valley)
Cllr Alan Higgs (Aberbargoed)
Cllr Alan Collis (Aberbargoed)
Cllr Carol Andrews (Bargoed)
Cllr Tudor Davies (Bargoed)
Cllr Mrs Dianne Price (Bargoed)

Appendices:

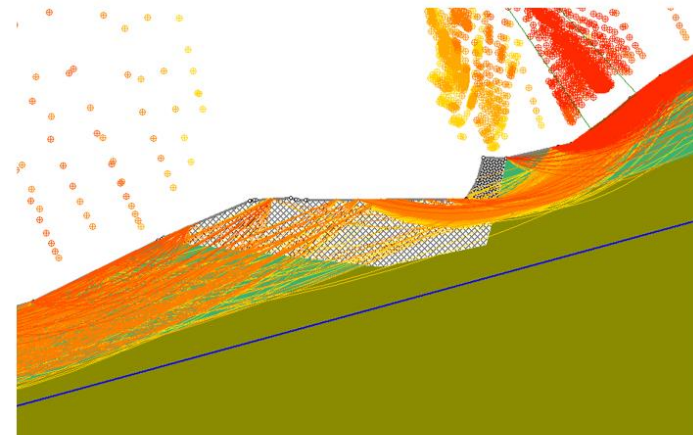
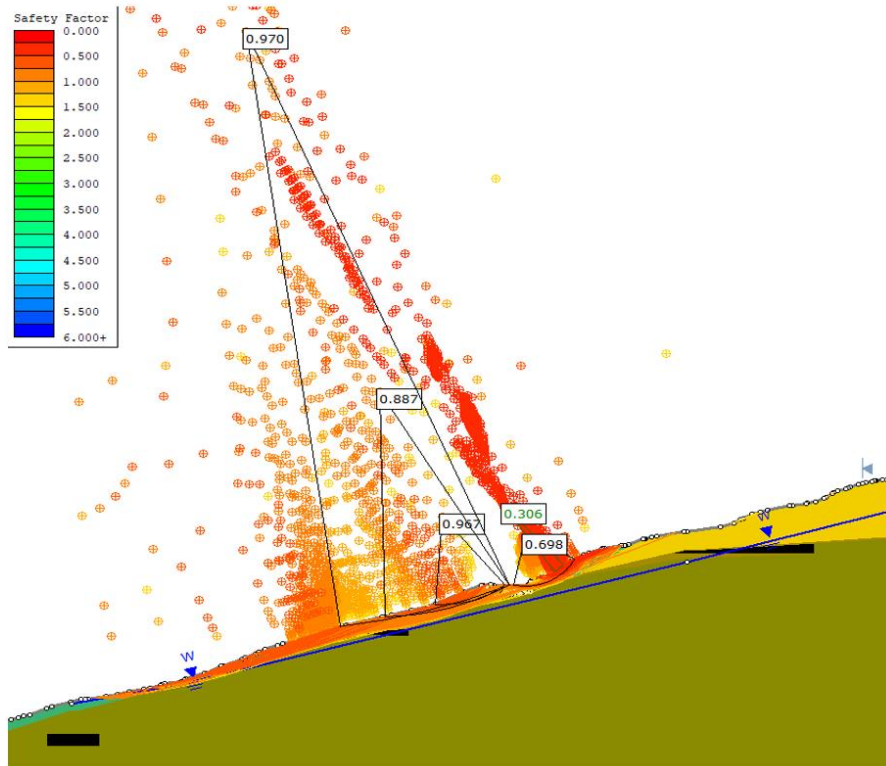
- Appendix 1 Current Factors of Safety (FOS)
- Appendix 2 Preliminary remedial options
- Appendix 3 Integrated Impact assessment (IIA)

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A469 Cross-Section 27: Current FOS



A469 Cross-Section 39: Current FOS





Preliminary A469 Remedial Options - Scoring Mechanism
 TT Project No. 784-A110489-19-2
 Author: GR
 Checked: BS
 Approved: BS
 Status: DRAFT (rev.1 post-CCBC Meeting)
 Issued: 27th January 2022
 Client: Caerphilly County Borough Council



CCBC Scoring:

Large beneficial +++
Moderate beneficial ++
Slight beneficial +
Neutral 0
Slight adverse -
Moderate adverse --
Large adverse ---

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Option Number	Design Deliverability	Estimated Construction Cost*	Cost Benefit**	Land Purchase Required	Sustainable Drainage Approval Body	Enviro Impact Assessment Required	Road Closure Required	Traffic Management Requirements	Nuisance	Network Rail Constraints	Ecological Issues***	Stats Diversions Required***	Estimated Construction Timescale (Subject to Buildability Workshop)	Lead In Time for Construction	Specialist Contractors Required**** (availability)	Maintenance Regime	Impact on Future Maintenance	Design Life	Global FOS	Buildability (Subject to Buildability Workshop)	Aesthetic (for Planning)
1: Earthworks	No exceptional issues - good (geotechnical design process & certification)	£6.36m	TBC	Yes	SuDS practicable	Likely > 1 ha (TBC)	Yes - full closure	Road closure notice, signage, regular barriers / fencing (=£5,000)	Increased dust from large scale digs, high traffic	None	Site of Importance for Nature Conservation, potential for protected species upslope and for bat roosts in trees - ECoW oversight and protective measures likely required (likely to take up larger protected area)	Elec, BT & water diversion required in road - opportunity to divert into new channel in highway construction, unidentified service and surface water duct to eastern end of slope may require diversion depending on earthworks extents	4	Anticipated short lead time	No	Normal embankment & pavement maintenance regime e.g. vegetation management	Anticipated low impact e.g. no road closures	Standard highways design life >120 years (CD 350 Rev 0 Table 7.1)	FOS 1.5	Large scale excavations may require significant supports / temporary works	No new structures, earthworks will blend into surrounding landscape
	+	--	TBC	---	0	-	---	+	--	0	-	---	---	++	+	+	++	0	0	---	+++
2A: Contiguous Piled Retaining Wall	Combines structural and geotechnical designs - AIP approvals & specialist contractor input required	£2.26m	TBC	No	SuDS practicable	No, < 1 ha (=0.05ha)	No - keep one lane open during works (brief closures possible for plant mob & demob)	Two-way lights, heavy duty crash barrier segregation (=£45,000)	Reduced noise from boring compared to pile driving, less vibrations acting on slope	None	Site of Importance for Nature Conservation, potential for protected species upslope and for bat roosts in trees - ECoW oversight and protective measures likely required	Unidentified service and surface water duct at eastern end of slope - may require diversion depending on wall position	1	Anticipated long lead time for large dia. pile rig	Yes - lead time TBC	High - Pile caps and associated VRS, bolts etc	In-situ monitoring e.g. inclinometers or load cells likely required, no road closures	Standard highways design life >120 years (CD 350 Rev 0 Table 7.1)	FOS 1.5	Heavy plant requiring craneage, working platform creation required on slope for piling rig	Visible retaining wall / pile cap above ground
	0	++	TBC	+++	0	+	+++	-	++	0	0	++	+++	-	-	---	-	0	0	---	-
2B: Sheet Piled Retaining Wall	Combines structural and geotechnical designs - AIP approvals & specialist contractor input required	£1.51m	TBC	No	SuDS practicable	No, < 1 ha (=0.05ha)	No - keep one lane open during works (brief closures possible for plant mob & demob)	Two-way lights, heavy duty crash barrier segregation (=£45,000)	Noise and dust generated by rig driving in sheets, vibrations on slope	None	Site of Importance for Nature Conservation, potential for protected species upslope and for bat roosts in trees - ECoW oversight and protective measures likely required	Unidentified service and surface water duct at eastern end of slope - may require diversion depending on wall position	1	Anticipated long lead time for large section sheet piles and rig	Yes - lead time TBC	High - Pile caps and associated VRS, bolts etc	In-situ monitoring e.g. inclinometers or load cells likely required, no road closures	Standard highways design life >120 years (CD 350 Rev 0 Table 7.1)	FOS 1.5	Heavy plant requiring craneage, working platform creation required on slope for piling rig	Visible retaining wall / pile cap above ground
	0	+++	TBC	+++	0	+	+++	-	--	0	0	++	+++	-	-	---	-	0	0	---	-
3: Soil Nailing	No exceptional issues - good (geotechnical design process & certification, specialist input required)	£9.08m	TBC	Yes	SuDS practicable	No, likely < 1 ha (TBC)	No - keep one lane open during works (brief closures possible for plant mob & demob)	Two-way lights, heavy duty crash barrier segregation (=£45,000)	Reduced noise from boring compared to pile driving, reduced dust	None	Site of Importance for Nature Conservation, potential for protected species upslope and for bat roosts in trees - ECoW oversight and protective measures likely required (likely to take up larger protected area)	Unidentified service and surface water duct at eastern end of slope - positioning of nail groups may be able to avoid diversion	2	Moderate lead time	Yes - lead time TBC	Moderate - possible exposure of baskets through soil washout or animals	Least impacted by surroundings, no road closures	Standard highways design life >120 years (CD 350 Rev 0 Table 7.1)	FOS 1.5	Lighter plant, working platform creation required on slope for soil nail installation rig	Soil nails to be covered by geogrid basket filled with soil, will mostly blend into surroundings
	0	---	TBC	---	0	+	+++	-	++	0	0	++	+	+	-	+	+++	0	0	+	++
4A: Bored Piled Raft (or Controlled Modulus Columns [CMC] technique)	Design deliverability good but unusual methodology may require additional liaison with other parties (geotechnical design process & certification, specialist input required)	£1.96m	TBC	No	SuDS practicable	No, < 1 ha (=0.36ha)	Yes - full closure	Road closure notice, signage, regular barriers / fencing (=£5,000)	Reduced noise from boring methodology compared to pile driving	None	Existing highway adjoined on both sides by ecological issues outlined above - may still affect works e.g. ECoW & protective measures required	Elec, BT & water diversion required in road - opportunity to divert into new channel in highway construction	3	Moderate lead time	Yes - lead time TBC	Normal pavement maintenance regime	Partial road closures likely required for access	Standard highways design life >120 years (CD 350 Rev 0 Table 7.1)	FOS 1.5	Existing highway can form working platform for piling rig	'Hidden' below road - no visual impact
	-	+++	TBC	+++	0	+	---	+	+	0	0	---	---	+	-	++	+	0	0	++	+++
4B: Steel Tubular Piled Raft	Design deliverability good but unusual methodology may require additional liaison with other parties (geotechnical design process & certification, specialist input required)	£3.95m	TBC	No	SuDS practicable	No, < 1 ha (=0.36ha)	Yes - full closure	Road closure notice, signage, regular barriers / fencing (=£5,000)	Noise and dust generated by rig driving in pile tubes below existing road, no vibrations on slope	None	Existing highway adjoined on both sides by ecological issues outlined above - may still affect works e.g. ECoW & protective measures required	Elec, BT & water diversion required in road - opportunity to divert into new channel in highway construction	3	Moderate lead time for rig, potentially long lead time for piles	Yes - lead time TBC	Normal pavement maintenance regime	Partial road closures likely required for access	Standard highways design life >120 years (CD 350 Rev 0 Table 7.1)	FOS 1.5	Existing highway can form working platform for piling rig	'Hidden' below road - no visual impact
	-	-	TBC	+++	0	+	---	+	-	0	0	---	---	-	-	++	+	0	0	++	+++
4C: Pre-Cast Concrete Piled Raft	Design deliverability good but unusual methodology may require additional liaison with other parties (geotechnical design process & certification, specialist input required)	£3.80m	TBC	No	SuDS practicable	No, < 1 ha (=0.36ha)	Yes - full closure	Road closure notice, signage, regular barriers / fencing (=£5,000)	Noise and dust generated by rig driving in pile tubes below existing road, no vibrations on slope	None	Existing highway adjoined on both sides by ecological issues outlined above - may still affect works e.g. ECoW & protective measures required	Elec, BT & water diversion required in road - opportunity to divert into new channel in highway construction	3	Moderate lead time for rig, potentially long lead time for piles	Yes - lead time TBC	Normal pavement maintenance regime	Partial road closures likely required for access	Standard highways design life >120 years (CD 350 Rev 0 Table 7.1)	FOS 1.5	Existing highway can form working platform for piling rig	'Hidden' below road - no visual impact
	-	-	TBC	+++	0	+	---	+	-	0	0	---	---	-	-	++	+	0	0	++	+++

*Preliminary estimate only, purely for geotechnical stabilisation - see December 2020 presentation slides for details and exclusions e.g. land purchase, highway reinstatement & signage etc
 **Not possible with preliminary estimate, CBA calculations to be carried out by specialist at later stage
 ***Scoring in relation to services and ecology TBC when proposed plan layout(s) developed and detailed Ecology survey findings made available
 ****If option to be pursued, lead time to be confirmed with specialist contractors

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Caerphilly County Borough Council - Integrated Impact Assessment

This integrated impact assessment (IIA) has been designed to help support the Council in making informed and effective decisions whilst ensuring compliance with a range of relevant legislation, including:

- Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011
- Welsh Language (Wales) Measure 2011
- Socio-economic Duty – Sections 1 to 3 of the Equality Act 2010
- Well-being of Future Generations (Wales) Act 2015
- Statutory Consultation v Doctrine of Legitimate Expectation and Gunning Principles

PLEASE NOTE: Section 3 *Socio-economic Duty* only needs to be completed if proposals are of a strategic nature or when reviewing previous strategic decisions. See page 6 of the Preparing for the Commencement of the Socio-economic Duty Welsh Government Guidance.

1. Proposal Details			
Lead Officer	Head of Service	Service Area & Department	Date
Chris Adams	Marcus Lloyd	Infrastructure	April 2021

Is this proposal a... (please tick relevant box)											
Policy	<input type="checkbox"/>	Strategy / Plan	<input type="checkbox"/>	Practice	<input type="checkbox"/>	Procedure	<input type="checkbox"/>	Restructure	<input type="checkbox"/>	Project	<input type="checkbox"/>

What is the proposal to be assessed? <i>Provide brief details of the proposal and provide a link to any relevant report or documents.</i>
<p>Following the temporary closure of the A469 in 2014 option analysis for alternative routes suggested a funding requirement of some £80m was required. A feasibility report was presented to Welsh Government and it was requested that an extensive review of the existing carriageway condition was undertaken before any commitment to road diversions would be considered. An initial study undertaken in 2016 indicated the likelihood that the failure mechanism appeared deep seated. A resilient roads grant secured in 2020 and a more extensive site investigation has shown that the depth and extent of the disturbed area within the landslip is not as great as that initially indicated, although the road cannot be fully opened without any remediation works. Progress in 2020/21 identified potential solutions and further funding of £300k is required to progress the next phase of development. Given the ongoing stability issues, it is suggested that securing funding to allow the development of the outline design of the preferred solution is a priority for 2021/22.</p>

2. Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011

(The Public Sector Equality Duty requires the Council to have “due regard” to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity between different groups; and foster good relations between different groups). Please note that an individual may have more than one protected characteristic.

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Age (<i>people of all ages</i>)	<p>The scheme equally benefits all users and does not negatively impact on any particular or protected groups.</p> <p>The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.</p>		
<p>Disability (<i>people with disabilities/ long term conditions</i>)</p>	<p>The scheme equally benefits all users and does not negatively impact on any particular or protected groups.</p> <p>The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.</p>		
<p>Gender Reassignment (<i>anybody who’s gender identity or gender expression is different to the sex they were assigned at birth</i>)</p>	<p>The scheme equally benefits all users and does not negatively impact on any particular or protected groups.</p> <p>The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.</p>		
<p>Marriage or Civil Partnership (<i>people who are married or in a civil partnership</i>)</p>	<p>The scheme equally benefits all users and does not negatively impact on any particular or protected groups.</p> <p>The works will contribute to a more equal Wales allowing the free flow</p>		

	and access of people, traffic and business in and out of Caerphilly CBC.		
Pregnancy and Maternity <i>(women who are pregnant and/or on maternity leave)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
Race <i>(people from black, Asian and minority ethnic communities and different racial backgrounds)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Religion or Belief <i>(people with different religions and beliefs including people with no beliefs)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
Sex <i>(women and men, girls and boys and those who self-identify their gender)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		

Sexual Orientation <i>(lesbian, gay, bisexual, heterosexual)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
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3. Socio-economic Duty (Strategic Decisions Only)

(The Socio-economic Duty gives us an opportunity to do things differently and put tackling inequality genuinely at the heart of key decision making. Socio-economic disadvantage means living on a low income compared to others in Wales, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services)

Please consider these additional vulnerable groups and the impact your proposal may or may not have on them:

- Single parents and vulnerable families
- People with low literacy/numeracy
- Pensioners
- Looked after children
- Homeless people
- Carers
- Armed Forces Community
- Students
- Single adult households
- People misusing substances
- People who have experienced the asylum system
- People of all ages leaving a care setting
- People living in the most deprived areas in Wales (WIMD)
- People involved in the criminal justice system

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<u>Socio-economic Disadvantage</u>	Does the proposal have any positive, negative or neutral impacts on the following and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Low Income / Income Poverty <i>(cannot afford to maintain regular payments such as bills, food, clothing, transport etc.)</i>	Positive impact to all road users if funding is granted and road is reopened to two way traffic. The implications of road closures can be significant on local businesses so addressing the causes enables our businesses and communities to be more resilient and reduces the impact of having to follow lengthy diversions thus incurring additional travel costs.		

<u>Socio-economic Disadvantage</u>	Does the proposal have any positive, negative or neutral impacts on the following and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Low and/or No Wealth (<i>enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic		
Material Deprivation (<i>unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic		
Page 32 Area Deprivation (<i>where you live (rural areas), where you work (accessibility of public transport)</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic. The ongoing road closure could have a detrimental effect on communities if not resolved leaving a feeling of isolation and lack of cohesion which could also effect the local economy.		
Socio-economic Background (<i>social class i.e. parents education, employment and income</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic as the project will remove disruption, enabling the businesses and communities to be more resilient and will provide unrestricted access to employment, education and leisure facilities.		
Socio-economic Disadvantage (<i>What cumulative impact will the proposal have on people or groups</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic as a		

<p><i>because of their protected characteristic(s) or vulnerability or because they are already disadvantaged)</i></p>	<p>fully opened road will allow direct shorter journey times to visit family and friends as well as gaining access to sports, leisure, education and employment which will increase community cohesion and have an overall positive impact on people's health and wellbeing.</p>		
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4. Corporate Plan – Council's Well-being Objectives

(How does your proposal deliver against any/all of the Council's Well-being Objectives? Which in turn support the national well-being goals for Wales as outlined in the Well-being of Future Generations (Wales) Act 2015. Are there any impacts (positive, negative or neutral? If there are negative impacts how have these been mitigated?) [Well-being Objectives](#)

<p>Objective 1 - Improve education opportunities for all</p>	<p>The A469 road between new Tredegar and Pontlottyn is a major link to the A465 Heads of the valley Trunk Road and a vital link for communities to the A4049 strategic highway to the south. Keeping this road open and safe allows access to schools, colleges and universities and further education and training.</p>
<p>Objective 2 - Enabling employment</p>	<p>The A469 is a strategic route within the borough that provides access to employment and promotes free movement of goods and services. This in turn maintains or increases business viability and secures employment opportunities.</p> <p>Maintaining this road open will also support local business and economy as removing the need to use lengthy diversionary routes will remove disruption, enabling the businesses and communities to be more resilient.</p>
<p>Objective 3 - Address the availability, condition and sustainability of homes throughout the county borough and provide advice, assistance or support to help improve people's well-being</p>	<p>Having uninterrupted access across the borough allows free movement of people to seek support, advice and visit locations that can improve people's wellbeing, opportunities and prosperity.</p>
<p>Objective 4 - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impact on the environment</p>	<p>Maintaining and stabilising the A469 delivers an integrated and sustainable transport system that increases opportunity and prosperity, by improving</p>

	<p>accessibility and managing the transport network thus enabling individuals to move freely around Caerphilly in an efficient manner.</p> <p>A well-maintained highway forms part of an overall strategy providing efficient integration of local roads to regional transport systems.</p>
<p>Objective 5 - Creating a county borough that supports healthy lifestyle in accordance with the Sustainable Development principle with in the Well-being of Future Generations (Wales) Act 2015</p>	<p>The A469 is a strategic route that that offers all users access to partake in more social, sports and leisure activities and to utilise active travel options which will improve health and well-being.</p>
<p>Objective 6 - Support citizens to remain independent and improve their well-being</p>	<p>The A469 remaining open will assist residents and all users to access services at the time and location that suits them. A good transport network helps communities to remain cohesive and resilient thus enabling them to remain independent.</p>


4a. Links to any other relevant Council Policy





(How does your proposal deliver against any other relevant Council Policy?)

- Local Transport Plan
- Corporate Plan (including well-being objectives)
- Carbon Reduction Strategy
- Highway Asset Management Plan

5. Well-being of Future Generations (Wales) Act 2015 – The Five Ways of Working (ICLIP)

(Also known as the sustainable development principles. The Act requires the Council to consider how any proposal improves the economic, social, environmental and cultural well-being of Wales using the five ways of working as a baseline)

<p>Ways of Working</p>	<p>How have you used the Sustainable Development Principles in forming the proposal?</p>
<p>Long Term</p> 	<p>Consider the long-term impact of the proposal on the ability of communities to secure their well-being.</p> <p>The strategy proposed will provide a long term asset management solution and will allow for more effective and predictable resource/financial/carbon reduction commitments going forward.</p>

<p>Prevention</p> 	<p>Consider how the proposal is preventing problems from occurring or getting worse</p> <p>The prevention of the closure of this road will maintain community cohesiveness and prevent their isolation. Future maintenance and monitoring may need to be developed to detect deterioration of the network and promote timely proactive responses allowing a more efficient use of finite budgets.</p>
<p>Integration</p> 	<p>Consider how your proposal will impact on other services provided in our communities (these might be Council services or services delivered by other organisations or groups)</p> <p>A well maintained highway forms part of an overall strategy providing efficient integration of local roads to regional transport systems and allows all road users to maintain services and support to customers, schools and communities.</p>
<p>Collaboration</p> 	<p>Consider how you are working with Council services or services delivered by other organisations or groups in our communities.</p> <p>The feasibility and optioneering of designs is based upon a collaborative approach between Welsh Government, Caerphilly Council and specialist Geotechnical Engineers. It brings internal departments together to deliver effective solutions over the short and long term and also recognises importance of accessibility to neighbouring authorities and the wider national road network.</p>
<p>Involvement</p> 	<p>Consider how you involve people who have an interest in this proposal and ensure that they represent the diversity of our communities.</p> <p>Internal departments have worked together to develop the proposal. Going forward there needs to be an effective communication plan to ensure the strategy behind the proposal, along with the suitability of application, is transparent to all parties. This will require the involvement of staff and engagement with all relevant stakeholders.</p>

6. Well-being of Future Generations (Wales) Act 2015

<u>Well-being Goals</u>	Does the proposal maximise our contribution to the Well-being Goal and how?
<p>A Prosperous Wales <i>An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth</i></p>	<p>The work set out will contribute to a Prosperous Wales and a Prosperous Caerphilly. The work involved to reopen the highway will contribute to the local economy allowing road users to access local businesses and support local services. The scheme will prevent and reduce incidences of instability which reduces the potential injury, loss of life, loss and damage to property, the local economy (road closures, insufficient diversionary alternatives etc.) while</p>

<i>and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work</i>	providing wider multiple benefits. The implications of road closures can be significant on local businesses, so remediation enables our businesses and communities to be more resilient.
A Resilient Wales <i>A nation which maintains and enhances a biodiverse natural environment healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for climate change)</i>	The very nature of this proposal means that it has a focus on environmental issues and contribution to a resilient Wales. The implications of landslides can be significant to road users but will also affect the wildlife and ecosystems. Prevention of the landslide enables our local businesses and communities to be more resilient. Undisrupted access of residents and businesses is vital to the success of sustainable development.
A Healthier Wales <i>A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood</i>	A clean, green environment with access to open space, clean air and water are key elements of health and well-being. Maintaining unrestricted access to road users allows them to freely pass maximising the opportunities and choices for road users.
A More Equal Wales <i>A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances)</i>	Ensuring that everyone across the county borough has equal access to a clean, green and attractive environment is a core element of our work. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC. Some of the poorest environmental quality is associated with our most deprived areas. By completing the scheme, it will ensure a free-flowing reliable access to everyone across the county borough for access to schools, work, shops and communities locally and wider. The scheme contributes to great equality, cohesiveness and responsibility both locally and globally and reduces delays and the associated costs in being late for work or missed appointments by maintaining a free-flowing, emission friendly travel route.

<u>Well-being Goals</u>	Does the proposal maximise our contribution to the Well-being Goal and how?
A Wales of Cohesive Communities <i>Attractive, viable, safe and well-connected communities</i>	CCBC will explore creative solutions that enable the road to maintain open during construction works. This demonstrates that we promote communities to be caring and environmentally conscious. This in turn helps to create a tidier, more attractive well-connected place for residents and visitors.
A Wales of Vibrant Culture and Thriving Welsh Language	Keeping this road open and safe allows access to schools, colleges and universities and further education and training. Additionally we will ensure correspondence, communications and details on the website, via social media channels and to residents is bilingual.

<p><i>A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation</i></p>	<p>Ensuring road works signs are bilingual will promote the Welsh language and we need to ensure the rights of Welsh speakers to use Welsh when dealing with the council are maintained.</p>
<p>A Globally Responsible Wales <i>A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being</i></p>	<p>One of Caerphilly’s corporate objective is to reduce carbon emissions and to reduce our contribution to global warming. Multiple benefits including biodiversity and reduction in carbon emissions will be achieved by promoting sustainable solutions and keeping the highway functioning.</p>

7. Welsh Language (Wales) Measure 2011 and Welsh Language Standards

(The Welsh Language Measure 2011 and the Welsh Language Standards require the Council to have ‘due regard’ for the positive or negative impact a proposal may have on opportunities to use the Welsh language and ensuring the Welsh language is treated no less favourably than the English language) [insert link to WL Commissioners Policy Making Standards Guidance](#)



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Requirement	Does the proposal have any positive, negative or neutral impacts on the following and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view? e.g the WESP, TAN20, LDP, Pupil Level Annual School Census
<p>Links with Welsh Government’s Cymraeg 2050 Strategy and CCBC’s Five Year Welsh Language Strategy 2017-2022 and the Language Profile</p>	<p>No direct impact on the Welsh language. Keeping this road open and safe allows access to schools, colleges and universities and further education and training. Additionally we will ensure correspondence, communications and details on the website, via social media channels and to residents is bilingual. Ensuring road works signs are bilingual will promote the Welsh language and we need to ensure</p>		

	the rights of Welsh speakers to use Welsh when dealing with the council are maintained.		
Compliance with the Welsh Language Standards . <i>Specifically Standards 88 - 93</i>	See Above		
Opportunities to promote the Welsh language <i>e.g. status, use of Welsh language services, use of Welsh in everyday life in work / community</i>	See above		
Opportunities for persons to use the Welsh language <i>e.g. staff, residents and visitors</i>	See above		
Treating the Welsh language no less favourably than the English language	See above		

7a. Having considered the impacts above, how has the proposal been developed so that there are positive effects, or increased positive effects on (a) opportunities for persons to use the Welsh language, and b) treating the Welsh language no less favourably than the English language.

Ensure correspondence, communications and details on the website, via social media channels and with residents is bilingual. Also ensure road works signs are bilingual. We need to ensure the rights of Welsh speakers to use Welsh when dealing with the council are maintained.

8. Data and Information

(What data or other evidence has been used to inform the development of the proposal? Evidence may include the outcome of previous consultations, existing databases, pilot projects, review of customer complaints and compliments and or other service user feedback, national and regional data, academic publications and consultants' reports etc.)

Data/evidence <i>(Please provide link to report if appropriate)</i>	Key relevant findings	How has the data/evidence informed this proposal?
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<p>In February 2014 accelerated movement resulted in the A469 between being closed for three months causing significant disruption to utility services, businesses and residents in the area.</p> <p>As a strategic route the disruption to local communities and the wider use by road users was significant. The diversionary routes also imposed additional pressures on other communities which increased public concerns and complaints. Due to the nature of the works remediation proposals take considerable time which adds to the inconvenience of road users that travel this route daily.</p> <p>Past funding from the Welsh Government to undertake an options appraisal study was completed in July 2016 which concluded that the geotechnical risk for the site was likely to remain high and that it would be difficult, due to the size and scale of the stabilisation works required, to protect the highway from future movement. The study also looked at alternative route options to divert the A469 away from the slip area with overall costs estimates ranging from £60 million to £80 million. The study recommended further investigations to fully understand the nature and magnitude of the geotechnical risk posed by the landslip and that further investigations would be required.</p>	<p>The recent site investigation and study has demonstrated that there are economic solutions for stabilising the existing highway corridor, as opposed to the 2016 study which suggests otherwise. Options have been developed that could negate the need for a bypass road and ensure the ongoing stability of this section of highway. Capital funding will allow progression and development of the outline design and detailed budget estimates. This in turn will allow further funding to be sought for the detailed design and construction phase, which would be expected between 2022/24.</p>	<p>The geotechnical ground investigations have established that the slope instability is shallow seated, hence, there are viable stabilisation techniques that can be explored further.</p>
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Were there any gaps identified in the evidence and data used to develop this proposal and how will these gaps be filled?
Details of further consultation can be included in Section 9.

The data collated evidences that the instable area is shallow enough that geotechnical solutions can provide a long term solution. The funding is required to explore these solutions and develop a design that can then be taken forward.

9. Consultation

(In some instances, there is a legal requirement to consult. In others, even where there is no legal obligation, there may be a legitimate expectation from people that a consultation will take place. Where it has been determined that consultation is required, [The Gunning Principles](#) must be adhered to. Consider the [Consultation and Engagement Framework](#). Please note that this may need to be updated as the proposal develops and to strengthen the assessment.

Briefly describe any recent or planned consultations paying particular attention to evidencing the Gunning Principles.

Any proposals will be determined by the ground conditions and survey results obtained.

When the proposed works are developed correspondence and further consultation and engagement will be arranged via the local councillors informing them of any proposed scheme to alleviate the subsidence issues.

Social media sites and council websites are again very useful in keeping the communities engaged and will be utilised to inform the local residents of the proposed scheme works.

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10. Monitoring and Review

How will the implementation and the impact of the proposal be monitored, including implementation of any amendments?

The stability of the area will be monitored via bore holes that have been installed.

What are the practical arrangements for monitoring?

The stability of the area will be monitored via bore holes that have been installed.

How will the results of the monitoring be used to develop future proposals?

The bore holes are monitoring will be used to ensure the proposals have been effective and movements have been stabilised.

When is the proposal due to be reviewed?

Any reviews will be determined once the scheme proposal is identified and confirmed.

Who is responsible for ensuring this happens?

Head of Infrastructure / Designers

11. Recommendation and Reasoning

Implement proposal with no amendments

Implement proposal taking account of the mitigating actions outlined

Reject the proposal due to disproportionate impact on equality, poverty and socio-economic disadvantage

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Have you contacted relevant officers for advice and guidance?

Yes

No

12. Reason(s) for Recommendation

(Provide below a summary of the Integrated Impact Assessment. This summary should be included in the "Summary of Integrated Impact Assessment" section of the Corporate Report Template. The Integrated Impact Assessment should be published alongside the Report proposal).

Include here a conclusion to your IIA. What is it telling you? How has the data / evidence used helped you to make the decision for Section 11 above? Mention any significant impacts (positive, negative or neutral) if any negative ones identified, how have they been mitigated to lessen the impact? The summary you provide here will be copied into your report going forward for a decision through the committee process, therefore this section must be concise but informative.

The IIA indicates that the reopening of the road will have a wide ranging positive impact for all road users, the local communities and economy in doing so. Not progressing with the proposal could have the reverse negative impact as the road could eventually fail and could close off or isolate communities resulting in lengthy diversions which would increase travel costs and make journeys to friends, families, education, employment or leisure more difficult.

13. Version Control

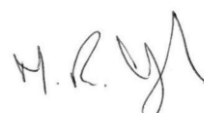
(The IIA should be used in the early stages of the proposal development process. The IIA can be strengthened as time progresses to help shape the proposal. The Version Control section will act as an audit trail to evidence how the IIA has been developed over time)

Version No.	Author	Brief description of the amendments/update	Revision Date
1	Chris Adams	Original	Apr 21

Integrated Impact Assessment Author

Name:	Chris Adams
Job Title:	Highway Engineering Group Manager
Date:	April 21

Head of Service Approval

Name:	Marcus Lloyd		
Job Title:	Head of Infrastructure		
Signature:		Date:	28 April 2021

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