

Local Authority	Site Reference	Scheme Summary	Indicative RAG rating of project as a whole	2019/20			2020/21			2021/22			2022/23			Total			Start of Construction	Overall project build completion date	Update 24/1/20
				CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)	CCRCD (£)	LTF (£)	Total (£)			
Merthyr	Pentrebach P&R	P&R embedded in the centre of regeneration area; mixed use housing & business development		0	150,000	150,000	0	300,000	300,000	1,500,000	1,050,000	2,550,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Dec-22	An optimisation exercise has been carried out by TFW and it has been decided that due to Hoover only willing to sell 2/3 of the site, the station will not be moved. It has also been decided not to double the line and no passive provision is required, therefore, a potential issue with a retaining wall is no longer a problem. This makes the scheme a straight forward park & ride scheme at the southern end of the station, off the roundabout, that will enhance the provision of doubling the frequency from 2tph to 4tph by 2022 as per franchise. WG is currently acquiring the land, and is going through the process of due diligence. The funding allocated from LTF this year will be spent on the acquisition and due diligence work. The park & ride needs to be in place by end 2022 in time for the additional frequency. Therefore, it is expected that WelTAG 3 work will be carried out in the next financial year, with delivery the following financial year. <b>Moved to amber as scheme identified and until land acquisition progressing.</b>
Torfaen	Pontypool and New Inn	Park and ride		0	359,000	359,000	1,000,000	641,000	1,641,000	500,000	500,000	1,000,000	0	0	0	1,500,000	1,500,000	3,000,000	Mar-20	Jul-21	Drawings complete / Environmental Management Plan complete / Planning App submitted. Qtr 4 complete tenders docs / submit SABs app/ complete design of access road to A4042. Risks - delay in construction due to delays in SABs approval / additional GI works and therefore increase in fees spend. <b>Moved to Green.</b>
Blaenau Gwent	Abertillery Transport Interchange	Abertillery Transport Interchange to accommodate New rail link from Abertillery to Ebbw Valley Line		0	265,000	265,000	635,000	600,000	1,235,000	865,000	635,000	1,500,000	0	0	0	1,500,000	1,500,000	3,000,000	TBC	TBC	Motts have carried out an OBC study on behalf of WG and have a preferred option. The Capital Expenditure is identified within the OBC and will inform the LTF/CD for next financial year. Tech Valleys are interested in being a partner in the delivery to increase service provision and therefore there is more potential for additional investment. WG currently investigating purchasing the land. It is anticipated that the allocated LTF this year will contribute to this work. <b>Moved to amber as scheme identified and land acquisition progressing.</b>
Vale of Glamorgan	Barry Docks Bus Interchange	New bus station with additional park and ride and sustainable transport infrastructure		0	85,000	85,000	195,000	110,000	305,000	1,305,000	1,305,000	2,610,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-21	Delegated powers approved to underwrite cost of WelTAG 3 to enable VoG to let contract up to £390k. £85k LTF to be delivered 2019/20 and work to be completed Winter 20/21. Contract awarded to Amey Rail Services. Delivery of scheme 2021/22. <b>Moved to Green.</b>
Caerphilly	Caerphilly Bus Interchange	New rail/bus interchange		0	0	0	200,000	400,000	600,000	1,300,000	1,100,000	2,400,000	0	0	0	1,500,000	1,500,000	3,000,000	April 2020 start Design phase	2023 (But transport element might be longer)	The Urban Study is complete along with WelTAG 1. Consultation has also been carried out with stakeholders (although CCR not included and Caerphilly Council advised that CCR needs to be included as a funder and stakeholder). All reports received. Plan for next steps for the transport elements to progress and 'substantial drawdown' anticipated in 2020/21. <b>Await works programme for 2020/21. Moved to Green.</b>
Newport	Priority bus route (PBR)	Bus priority corridor (linked to 600 space P&R @ Royal Gwent likely to be developed by NCC or ABLHB)		0	75,000	75,000	0	250,000	250,000	1,500,000	1,175,000	2,675,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-20	Newport to let WelTAG 1 contract imminently. Spend 2020/21 £75k <b>Green.</b>
Bridgend	Pyle Park and Ride and bus terminal / station at Porthcawl	P&R scheme to include bus terminal / station at Porthcawl		0	125,000	125,000	0	200,000	200,000	1,500,000	1,175,000	2,675,000	0	0	0	1,500,000	1,500,000	3,000,000	Apr-21	Mar-22	Bridgend carrying out WelTAG 2 whilst also looking at feasibility of moving the station (one of the options identified in WelTAG 1). They sold the project by linking it to the redevelopment in Porthcawl, and are also considering a bus station provision in Porthcawl to accommodate a multi modal p&r. This would be a better strategic offer than just upgrading the p&r at Pyle. Likely that funding from LTF will deliver p&r site at Pyle and no CCR funding required. Recommended Porthcawl become Phase 2 project and more consideration be given to move Pyle Station longer term to link to large scale development (2000 houses plus), currently being considered as part of update in LDP. To be decided in next 6 months. New development dependent on transport interventions. <b>Remains Green.</b>
RCT	Porth Interchange	Transport Hub, which will house a seven bay bus interchange, taxi rank and cycle racks, and have direct, adjacent, access to the station platforms and additional Park and Ride.		225,000	845,000	1,070,000	1,060,000	440,000	1,500,000	215,000	215,000	430,000	0	0	0	1,500,000	1,500,000	3,000,000	Jan-20	Dec-21	P & R scheme on site being delivered. Completion of this element expected by 31st March 2020. Other elements of scheme ongoing and delivery to begin 2020/21. <b>Remains Green.</b>
Cardiff	East Cardiff Bus Priority & Cycle Super Highway	City Centre East project incorporating a series of sustainable and active travel packages that will enable improved bus connections in Cardiff City Centre, improved active travel infrastructure and pedestrian safety improvements.		85,000	521,000	606,000	816,500	380,500	1,197,000	598,500	598,500	1,197,000	0	0	0	1,500,000	1,500,000	3,000,000	Summer 2020	Dec-21	Additional spend to 31/3/20 £181k, £85k of this agreed through RTA from CCR IF subject to full spend of LTF first. Autumn / Winter anticipated start delivery. <b>Remains Green.</b>
Monmouth	STJ P&R	150-200 P&R spaces to the South of the station. The existing North Side station car park will then be reconfigured to provide more than 40 additional bike and ride spaces along with safer walking and cycling access and a revamped bus-rail interchange, EV charging spaces and new over bridge. Collating all parking on 4 sites within the area to bring under one management.		0	337,947	337,947	1,000,000	662,053	1,662,053	500,000	500,000	1,000,000	0	0	0	1,500,000	1,500,000	3,000,000	Spring 2020	Dec-21	Monmouthshire County Council have been in Negotiations with TFW corporate to come up with a solution to Procure Amey consulting. These have now been completed and they are in the process of signing the contracts, hopefully within the next two weeks. (15/1/20 email update). This will allow the project team to be fully compliant with the requirements of Network rail and have a team in place that can directly converse with and seek advice from the correct departments. This will be pertinent to the pedestrian bridge and the infrastructure needed for the electrical charging and the digital components. We will be in a position to let the construction phase early in the summer subject to the necessary ecology surveys being undertaken. They have in the meantime commissioned Capita Consulting to consider the B4245 pedestrian/cycle way to revisit the existing study and bring it up to Current active Travel Standards. Committed to date £337,946.62. <b>Moved to Green.</b>

**Total**

**310,000 2,762,947 3,072,947 4,906,500 3,983,553 8,890,053 9,783,500 8,253,500 18,037,000 0 0 0 15,000,000 15,000,000 30,000,000**

Caerphilly Feasibility Studies allocation for future Metro+ phases (£67.5k Unofficially ringfenced for NW Cardiff).  
CCR Rhymney Valley P&R (Llanbradach) 210,000  
RCT OLEV Studies Cenex 22,000  
RCT Nant Garw P & R 315,000  
RCT/Cardiff NW Cardiff 170,000  
Merthyr Project Management 20,000

**Total**

**3,499,947**

% of original £3.5M Claim **100.00%**