SRN Roads Review Proforma

Project/ Programme Information

Project/ Programme Name:	A470 Pontybat Safety Scheme
Route:	A470
Location (Description – location Plan to be attached):	Pontybat is located between Brecon and Bronllys at the crossroads junction with the A470 and A483
Local Authority Area:	Brecon and Radnorshire
Elected Representatives (MS & MP):	James Evans MS Fay Jones MP
Project Description:	It is proposed to introduce a new four-arm roundabout replacing the existing crossroads junction arrangement of the A470/A438. As well as the new roundabout, a Differential Acceleration Lane (DAL) is proposed in the southbound direction along the A470 towards Brecon. This would provide 250 metres of formal overtaking opportunity for southbound drivers to pass slower moving vehicles safely. The roundabout is intended to ease a pinch-point on the A470 where queuing traffic can form as right turning A470 southbound traffic tries to find gaps within the A470/A438 mainline traffic. The scheme would require the acquisition of third party land due to the proposed design falling outside of the existing highway boundary. Design standards require existing private accesses to the highway be stopped up within a Differential Acceleration Lane scheme, therefore alternative private access arrangements have been provided. Due to the remote location of the junction there are minimal pedestrian movements at this location. The scheme does however include the replacement of the two existing bus stops and the construction of new footway linking them, plus improved connection to the National Cycle Network (NCN Route 8).

Project Objectives:	The objectives were reviewed at each WelTAG Stage and have been updated during WelTAG Stage 3 to reflect the new Wales Transport Strategy. These are: • Improve safety on the network for all users; • Reduce driver stress / frustration; • Support modal shift to active modes (walking and cycling) for shorter journeys and public or third sector transport for longer journeys; • Improve connectivity between mid-Wales communities; • Protect and enhance biodiversity and ecosystem resilience; • Reduce greenhouse gas emissions through smarter design, construction, operation and maintenance of the road network, including support to Electric Vehicle (EV) charging; • Encourage and support key economic sectors of the Mid Wales economy, such as tourism, by improving links to work, leisure and education; • Create a more resilient strategic road network, including managing the impact of climate change by future proofing infrastructure; Improve journey time reliability for longer journeys on the strategic road network.
Project Stage:	A **WelTAG Stage 3 Study (Full Business Case)** is currently being developed which includes preliminary design and detailed design of the A470 Pontybat safety scheme. The conclusion of this stage will be that the scheme will be recommended for construction.
Current Programme to end of Construction (key dates only):	Public consultation has been completed. This feedback is being considered in the next stage of detailed design development. Detailed design will be progressed during 2021, with construction planned to start winter 2021/22.

Project Costs:	To Date £M	Current Estimated Total £M
		£5,811,874 (Scheme Cost)

Project/ Programme Appraisal Against Indicative Review Criteria (Llwybr Newydd – Wales Transport Strategy (WTS) 2021)

1. Ongoing programmes aimed at maintaining the safety, serviceability and long-term integrity of the existing road network

WTS Criteria	Appraisal	Evidence[1]	Order of Impact[2]
Is the investment required to discharge Welsh Ministers' statutory duty to maintain the safety of the SRN?	**Yes.** The A470 Pontybat is part of the Pinch Point programme, to improve safety, resilience and movement along the transport network. This led to an initiative to develop a strategy for safety scheme on the mid-Wales Trunk	A full breakdown of the PIC data is available in Appendix D of the WelTAG Stage 3 Report.	+++

	Road network. The A470 Pontybat experiences a high proportion of vehicle collisions. Stats19 data shows that a total of 10 Personal Injury Collisions (PIC) were recorded over a 5 year period of data available (2015-2019), averaging 2 per annum.		
In planning and designing investments with the objective of discharging Welsh Ministers' statutory duties have all opportunities been taken to maximise the contribution this work can make to the delivery of WTS objectives and Programme for Gov Commitments? (e.g. have opportunities been taken to provide or enhance Active Travel infrastructure or improve biodiversity?) Has everything been done to minimise the carbon impacts of maintenance, operations and use?	**Yes.** Issues, opportunities and study objectives have been fully aligned with the Wales Transport Strategy (WTS) priorities. Key WTS areas such as active travel and carbon have been central to the study development, including the completion of a Walking, Cycling Horse Riding Assessment Report (WCHAR) to identify opportunities; and the completion of Carbon assessments to inform appraisals. At detailed design and subsequent implementation, all opportunities will be investigated to minimise carbon emissions footprint and protect and enhance the environment. The scheme currently has significant net gain regarding biodiversity net gain. The proposed option addresses the identified pinch point and safety issues, while making best use of existing infrastructure.	• Improve safety on the network for all users; • Reduce driver stress / frustration; • Support modal shift to active modes (walking and cycling) for shorter journeys and public or third sector transport for longer journeys; • Improve connectivity between mid-Wales communities; • Protect and enhance biodiversity and ecosystem resilience; • Reduce greenhouse gas emissions through smarter design, construction, operation and maintenance of the road network, including support to Electric Vehicle charging;	++

	Improvements to the existing infrastructure at the junction have been made specifically for public transport (relocated bus stops with new shelters) and active travel provision connecting them and better links to the NCN, however wider opportunities for improved active travel have been included in recommendations, as identified in the WCHAR.	• Encourage and support key economic sectors of the Mid Wales economy, such as tourism, by improving links to work, leisure and education; • Create a more resilient strategic road network, including managing the impact of climate change by future proofing infrastructure; • Improve journey time reliability for longer journeys on the strategic road network. Biodiversity Net Gain Assessment Report – Table 3-1.	

2. Improvement projects subject to Welsh Transport Appraisal Guidance Studies

A. Having established potential transport issues to be addressed as part of a WelTAG Stage 1 process have the WTS priorities been kept in mind?

WTS Criteria	Appraisal	Evidence[1]	Order of Impact[2]
<u>**Priority 1**</u>: Bring services to people in order to reduce the need to travel			
• Is an intervention required at all?	**Yes.** This section of the A470 is a key part of the Strategic Road Network (SRN) which forms the main artery from south to north Wales which enables goods and services to be brought to people to reduce the need to travel. The proposed option aims to improve the safety and resilience of	Section 2.9 (summary of problems and opportunities in WelTAG 3 Report). Strong public support for the scheme received during the public consultation. (Welsh Government Consultation Response Report)	+++

	the SRN at this key pinch point, with a high accident rate in and around the junction. Journey reliability is impacted for south bound journeys on the A470 caused by the junction arrangement of the A470/A438 junction.		
• Have all potential wider economic and community developments such as the establishment of local hubs been taken into account that might negate or reduce the need for travel?	**NA** – This is a key artery on the A470 trunk road network for long distance journeys between north and south Wales	**NA**	**NA**
Priority 2: Allow people and goods to move easily from door to door, by accessible, sustainable and efficient transport services and infrastructure **Where an intervention is required:**			
• Has the **Sustainable Transport Hierarchy** (Walking and cycling, public transport, ultra-low emission vehicles and only then private motor vehicles) been applied and the contributions of sustainable transport modes maximised (including reallocation of road space) before consideration is given to a purely road-based solution?	**Yes**. While this option is focussed on addressing the identified safety problems, consideration of the sustainable transport hierarchy has been incorporated to identify potential improvements. The WCHAR report identifies existing (and future aspirations) for active travel, as well as current public transport services, and identifies opportunities for improvement. Due to the rural and strategic nature of the route a road-based solution is required to address the issues, however, improved active travel provision and improvements to bus stop infrastructure have been	Study Objectives incorporate the aims of the New Wales Transport Strategy. Improved public transport and active travel facilities have been included in the scheme design. (WelTAG Stage 3 Report – Appendix A) WCHAR Assessment Report and identified opportunities – A470 Pontybat Stage 3 Report - Appendix B.	++

	incorporated. In addition, discussions have been held with stakeholders to include improvements to bus routing. There has also been engagement with Transport for Wales (TfW) to coordinate with the parallel programme for rolling out Rapid EV charging on the SRN.		
• Where a contribution is required to solving a transport issue from a purely road-based solution, has making better use of existing road infrastructure been fully considered before new infrastructure has been proposed?	**Yes**. An option has been assessed as part of the WelTAG process which makes best use of existing infrastructure, while addressing the safety, resilience and journey reliability issues. Some Land take is required but minimised. Public engagement completed and strong support provided for the scheme.	Scheme development is illustrated through the WelTAG Stage 1 and 2 reports. Preliminary scheme designs are illustrated in WelTAG Stage 3 Report – Appendix A	+++
Priority 3: Encourage people to make the change to more sustainable transport			
• Has an inclusive approach to design been adopted, encouraging safe access to sustainable modes of transport?	**Yes**. (but limited opportunity) While options are focussed on addressing the identified safety / pinch point problems on the SRN, an inclusive approach has been adopted to encourage safe access to sustainable modes. The WCHAR report identifies existing (and future aspirations) for active travel, as well as current public transport services, and identifies opportunities for improvement to access and facilities.	WCHAR Assessment Report and identified opportunities – A470 Pontybat Stage 3 Report - Appendix B.	+

	Improvements to bus stop infrastructure is proposed as well as improved active travel links around the junction and between the North/south-bound bus stops.		
• Has the likelihood that the proposals will encourage the increased use of private motor vehicles been considered and what measures are proposed to discourage this?	No induced traffic is expected as journey time reliability is improved rather than overall journey time.	The approach to option appraisal is outlined in Section 3 of the WelTAG Stage 3 report.	+++

B. In considering the WTS priorities how has the contribution to the four long term well-being objectives been maximised?

WTS Criteria	Appraisal	Evidence[1]	Order of Impact[2]
Good for people and communities – a healthier Wales and a more equal Wales			
Equality Do the proposals: o Adopt best practice inclusive design and take into account Welsh Government's **Action on Disability Framework**? o Comply with legal and regulatory equality requirements? o Remove physical, attitudinal, environmental, systemic, linguistic and economic barriers to sustainable transport?	**Yes**. New improved bus stop and active travel infrastructure has been designed to current standards	Improved public transport and active travel facilities have been included in the scheme design and illustrate in in WelTAG Stage 3 Report – Appendix A.	.++
Health Do the proposals: o Improve air quality? o Reduce noise?	**Yes.** An assessment of air and noise are included within option appraisal summary tables (ASTs). Not considered an issue currently and will have neutral impact with	Option Appraisal Summary Tables (Section 3.4 of the WelTAG Stage 3 Report). WCHAR Assessment Report and identified	+

o Promote Active travel?	minor improvements to noise and air quality as less delay caused by stationary traffic at the junction. Proposed specification of materials to mitigate health impacts such as stone mastic asphalt (SMA) surfacing to lessen noise levels from the road network. Potential for negative impacts during construction – appropriate mitigation to be put in place to avoid this. WCHAR Report identifies wider opportunities to promote active travel.	opportunities – A470 Pontybat Stage 3 Report - Appendix B.	
Confidence & Safety Do the proposals: o improve safety?	**Yes.** The A470 Pontybat is part of the Pinch Point programme, to improve safety, resilience and movement along the transport network. This led to an initiative to develop a strategy for safety scheme on the mid-Wales Trunk Road network. The A470 Pontybat experiences a high proportion of vehicle collisions. Stats19 data shows that a total of 10 PICs were recorded over a 5-year period of data available (2015-2019), averaging 2 per annum.	6 of the accidents recorded over the last 5 years were caused either by overtaking manoeuvres, navigating the junction or poor visibility which would be greatly improved by the scheme design. A full breakdown of the PIC data is available in Appendix D of the WelTAG Stage 3 Report.	+++
Good for the Environment – a more resilient Wales and a globally responsible Wales			
Green House Gases o Have the potential carbon impacts from construction, use and	A key focus of the study is to reduce carbon impacts, which is highlighted by the study objectives.	An objective of the study is to 'Reduce greenhouse gas emissions through smarter design,	+

future maintenance been calculated? o Have these been minimised?	Carbon assessments have been carried out at WelTAG Stage 3. At this stage, it is mainly qualitative appraisal, however quantitative appraisal of emissions has been included. Mitigation of negative impacts of construction will be further developed to provide an overall whole life reduction in carbon footprint. Specification and use of materials to lessen carbon footprint e.g. recycled materials.	construction, operation and maintenance of the road network, including support to Electric Vehicle charging. WelTAG Stage 3 Report - Appendix J – Carbon Assessments.	
Biodiversity & Ecosystem Resilience o In line with the Welsh Government's **Natural Resources Policy** how does the scheme enhance biodiversity and improve the resilience of the ecosystem?	A key focus of the study is to enhance biodiversity and ecosystem resilience, which is highlighted by the study objectives. The option balances addressing the identified problems while minimising land take. The scheme is not within proximity to any designated sites. The scheme is taking place largely within the highway boundary and is therefore not likely to have an impact on any designated sites within proximity to the scheme, with mitigation and best practice measures in place no impacts are anticipated. The scheme requires a small area of permanent land take and vegetation removal from within the highway verge.	An objective of the study is to 'Protect and enhance biodiversity and ecosystem resilience'. Planting and landscaping to enhance biodiversity and ecosystem resilience. Short term landscape and visual impact as mitigation planting becomes established. Option Appraisal Summary Tables (Section 3.4 of the WelTAG Stage 3 Report). Biodiversity Net Gain Assessment Report – Table 3-1.	neutral

	Significant Net Gain for biodiversity.		
Waste In order to meet Welsh Government's ambition to produce only 65% of waste we currently produce as set out in **Towards Zero Waste**, do the proposals: o Make best use of existing infrastructure? o Contain a strategy for minimising waste? o Consider alternative uses for waste?	The option is focused on solving the identified problems, improving the existing asset and resilience of the A470 corridor, while making best use of existing infrastructure and minimising the scheme footprint. A waste strategy (including alternative uses) will be considered and developed at the next stage of the study. Specification and use of materials to lessen carbon footprint e.g. recycled materials.	Option Appraisal Summary Tables (Section 3.4 of the WelTAG Stage 3 Report).	++
Good for Places and the Economy – a more prosperous Wales and a Wales of cohesive communities			
Cohesive Communities Do the proposals meet the commitments made in the **Future Wales – the National Plan 2040**: o Has the Sustainable Transport Hierarchy been adopted in their development (also see above under **Priority 2**)? o Have Local Development and Regional Transport Plans been considered in their development? o Are they tailored for the region and community?	**Yes.** Although opportunities are limited within the scheme extents, the Sustainable Transport Hierarchy has been considered and wider opportunities identified as part of the WCHAR. The WCHAR report identifies existing (and future aspirations) for active travel, as well as current public transport services, and identifies opportunities for improvement. Local Development and Regional transport plans have been a key consideration within the WelTAG Strategic case.	WCHAR Assessment Report and identified opportunities – A470 Pontybat Stage 3 Report - Appendix B. Strong public support for the scheme received during the public consultation. (Welsh Government Consultation Response Report) Study objectives have been set which promote regional and community connectivity: • Improve connectivity between mid-Wales communities; • Encourage and support	+

	The development of options is primarily focussed on solving the safety problems on the SRN, which will support improved transport for the region. Community considerations incorporated into option development, particularly the wider opportunities identified with the WCHAR. Public engagement completed and strong support provided for the scheme.	key economic sectors of the Mid Wales economy, such as tourism, by improving links to work, leisure and education;	
Innovation Do the proposals make best use of new innovations in order to minimise the infrastructure required and improve its operation?	**Yes (Limited).** At the current stage of the study, there has been minimal opportunity to incorporate new innovations, however, the option does include the inclusion of a Differential Acceleration Lane (DAL). During the next stage of development, detailed design will investigate the latest innovations for materials to reduce carbon impact (e.g. pavement specs)	Scheme design and illustrate in in WelTAG Stage 3 Report – Appendix A.	+
Employment and the Economy Do the proposals: o Promote the use of Welsh companies and products? o Promote the development of Welsh expertise and centres of excellence? o Provide training and development opportunities for local people?	The Option has been developed up to WelTAG Stage 3, therefore materials/ products/ services have not been specified at this stage. Welsh companies which are small or medium enterprises (SMEs) have supported the development of the WelTAG e.g. Welsh translators. During the delivery of the study, a range of WSP knowledge	Stakeholder materials translated with Welsh SME – e.g. Calon with other wider knowledge sharing across the industry.	+

o Support sustainable jobs?	sharing events have been delivered to stakeholders across the region on active travel and carbon delivered. Procurement routes to create a framework for Welsh/local employment maximising opportunities for local supply chain.		
The Distribution of Goods In line with the **Wales Marine Plan** and the planning priorities in **Future Wales**, do the proposals encourage more freight to be moved by rail or the establishment of logistics hubs?	**No** Rail Freight has not been considered as part of the A470 Pontybat study; however, this option will provide improved layout and safety for heavy goods vehicles (HGVs) using the SRN to distribute goods.	**N/A**	
Good for Culture and the Welsh Language – a Wales of thriving Welsh Language and Culture			
Culture and the Welsh Language Do the proposals: o Meet the standards set out in the **Welsh Language (Wales) Measures 2011** and support the uptake of Welsh in line with **Cymraeg 50**? o Identify and where present protect and enhance the historic environment?	**Yes** New signing and lining will be bilingual. Junction lies on the Cambrian Way which forms part of the Wales Way, therefore promoting culture and tourism across the country.	Bilingual stakeholder materials and welsh speakers were present at stakeholder workshops and community engagement.	+

C. How do the proposals contribute to the delivery of WTS Modal Mini Plan 5-year priorities?

WTS Criteria	Appraisal	Evidence[1]	Order of Impact[2]
Active Travel			
• Continuously develop a network of local routes for walking and cycling to connect people with the places they travel to for everyday journeys	**Yes.** While options are focussed on addressing the identified safety / pinch point problems on the SRN, an inclusive approach has been adopted to encourage safe access to sustainable modes. The designs include improved bus stop infrastructure with new footways connecting the two, and improved connections to the NCN. The WCHAR report identifies existing (and future aspirations) for active travel, as well as current public transport services, and identifies opportunities for improvement to access and facilities.	WCHAR Assessment Report and identified opportunities – A470 Pontybat Stage 3 Report - Appendix B.	+
• Support safer, better cycle paths and more space for walking and cycling through closing roads for vehicle traffic, more facilities for pedestrians, and support for cycle training and safety schemes for all road users	As above	As above	+
• Work towards 'Safe Cycling from Village to Town' giving villages safe cycling access to the nearest town and creating hub-and-spoke active travel corridors connecting market towns and other significant local centres to surrounding villages and outlying developments	As above	As above	+
Bus			
• Support quality, affordable, regular, reliable and punctual	The WCHAR Assessment Report has identified existing	WCHAR Assessment Report and identified opportunities – A470	+

bus services in partnership with local authorities, the commercial and third sectors	bus routes and infrastructure, however there are no specific opportunities identified at this stage.

Improved bus stop infrastructure is provided within the design with new footways connecting the two.

In addition, discussions have been held with stakeholders to include improvements to bus routing. | Pontybat Stage 3 Report - Appendix B. | |
• Address congestion hotspots and invest in bus stations and stops to speed up journeys and improve passenger experiences	As above	As above	+
Rail			
• Make rail services more attractive and improve customer experiences	No	N/A	N/A
Roads			
• Maintain and operate the Strategic Road Network in a way that meets our statutory obligations, minimizes adverse environmental impacts, promotes active travel, sustains and creates employment in Wales and reduces the backlog of maintenance	Objectives for the study align with the new WTS which includes safety, resilience, active travel, environment and maintenance considerations.

Options identified have focused on improving the resilience, efficiency and safety of the A470.
This option aims to resolve the identified issues, while making best use of existing infrastructure to minimise adverse environmental impacts.
Design development will incorporate asset renewals to minimise | Option appraisal is outlined in WelTAG Stage 3 report section 3.

WCHAR Report (Appendix B) | +++ |

	future maintenance requirements. Wider opportunities to improve and promote active travel have been identified within the WCHAR Report.			
• Keep traffic moving by dealing rapidly with incidents and through efficient forward planning of maintenance to avoid disruptions	**Yes.** Option developed to improve safety and operational efficiency on the SRN which will reduce impact of delays due to incidents, reduce maintenance requirements and provide road alignment improvements to enable better access through the junction for maintenance and incident recovery.	Option appraisal is outlined in WelTAG Stage 3 report section 3 which includes the improvement to road safety which will reduce the time the road is closed or delayed due to collisions.		++
• Upgrade, improve and future-proof our road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability, resilience, modal shift and electric bike, motorbike and vehicle charging	This option will provide a more resilient and future proofed junction. Improved junction layout will provide operational efficiencies, reducing greenhouse gases and improving journey time reliability, as well as reducing incidents at this congestion pinch point.

Specific EV charging at this location of the SRN is being investigated as part of a parallel WG/TfW programme for rolling out EV Rapid Charging on the SRN and has therefore not specifically been considered with the A470. | Option appraisal is outlined in WelTAG Stage 3 report section 3. | | +++ |
| • Improve asset management for road infrastructure to reduce the maintenance backlog, operate more efficiently, free up funding for improvements and maintain and enhance biodiversity, ecosystem | **Yes.** This option layout will make best use of existing infrastructure. Asset renewals will be incorporated into detailed design with the aim of reducing the backlog of maintenance. | Option appraisal is outlined in WelTAG Stage 3 report section 3. Biodiversity Net Gain Assessment Report – Table 3-1. | | ++ |

resilience and protect historic environment assets on the soft estate	The proposed option will improve operational efficiency. This option addresses the identified issues while minimising scheme footprint. Improvements to the soft estate will be incorporated into the detailed design. Significant net gain is currently achieved for Biodiversity Net Gain.		
• Work with Natural Resources Wales to manage the impact of climate change on road infrastructure by improving surface water drainage, managing flood risks and ensuring that new developments do not create harmful surface water discharges	**Yes.** Initial drainage strategy developed to take account of climate change (e.g. Sustainable Drainage Solutions (SUDS) / potential pond location) At the next stage of design development, strategy to be further developed and discussed with National Resources Wales (NRW) to ensure proposals are future proofed.	Initial Drainage Strategy	++
Freight & Logistics			
• Support interventions that shift freight from road to rail and water-based transport, and future innovations that will make the sector more sustainable	**No.** The study focuses on resolving the congestion pinch point on the SRN which includes improved layout to provide a safer alignment and improved journey reliability for road freight.	NA	NA

D. How do the proposals contribute to the delivery of Programme for Government (PfG) Commitments?	

First Minister and Cabinet Commitments			
PfG Commitment	**Appraisal**	**Evidence**[1]	**Order of Impact**[2]
Build an economy based on the principles of fair work, sustainability and the industries and services of the future			
• Create 125,000 all-age apprenticeships	**Yes.** The consultants WSP have an established	WSP established apprenticeship programme.	++

	apprenticeship programme, which provides invaluable support to the project team. This can be further developed once a contractor is appointed.		
• Enable our town centres to become more agile economically by helping businesses to work co-operatively, increase their digital offer and support local supply chains, including local delivery services.	**No** The consideration of economically agile town centres will be considered at later WelTAG stages however the scheme does improve connectivity between communities.	**N/A**	**N/A**
Build a stronger, greener economy as we make maximum progress towards decarbonisation			
• Deliver the Digital Strategy for Wales and upgrade our digital and communications infrastructure.	**NA** Digital and communications infrastructure has not formed part of the options to date but will be considered during the detailed design.	NA	NA
• Implement our new Wales Transport Strategy.	**Yes.** Issues, opportunities, study objectives and options have been fully aligned with the WTS priorities, where possible.	WelTAG Stage 3 Report – Tables 2-9 and 2-10 show how the study objectives align with the Wellbeing goals and the new WTS priorities.	+++
Embed our response to the climate and nature emergency in everything we do			
• Create a National Forest to extend from the North of Wales to the South.	**Yes.** Soft estate improvements can contribute to tree planting commitments.	Detailed Landscaping design to be developed.	+
• Expand arrangements to create or significantly enhance green spaces.	As above	As above	+
Manifesto Promises – Portfolio Minister			
PfG Commitment	**Appraisal**	**Evidence[1]**	**Order of Impact[2]**

Climate Change			
• Work with Transport for Wales and local authorities to strengthen the promotion of walking and cycling.	**Yes.** While options are focussed on addressing the identified safety / pinch point problems on the SRN, an inclusive approach has been adopted to encourage safe access to sustainable modes. The WCHAR report identifies existing (and future aspirations) for active travel, as well as current public transport services, and identifies opportunities for improvement to access and facilities. The local authority was consulted as part of the WCHAR.	WCHAR Assessment Report and identified opportunities – A470 Pontybat Stage 3 Report - Appendix B.	+
• Invest in travel options that encourage public transport and support walking and cycling.	As above	As above	+
• Support communities to create 30 new woodlands and connect habitat areas.	**Yes** (Potentially) Although this will be a consideration during detailed design. Soft estate improvements can contribute to tree planting commitments. Opportunities to be explored to involve community and create community woodland.	Detailed Landscaping design to be developed at next stage	+

Notes

[1] – Provide links to evidence where appropriate. This should be to the relevant sections of reports/ publications not whole documents for ease of reference

[2] – Potential order of impact of proposal on WTS priorities and well-being objectives and PfG commitments – use WelTAG 2017 seven-point scale:

+++ - **Large Beneficial**
++ - **Moderate Beneficial**
+ - **Slight Beneficial**
0 - **Neutral**
- - **Slight Adverse**
-- - **Moderate Adverse**
--- - **Large Adverse**

Summary

Please provide a table summarising the potential impact of the proposals against WTS priorities and well-being objectives and PfG commitments using the WelTAG 2017 seven-point scale.