

Cabinet - Thursday, 16 March 2017

Agenda Item – 27 – FPR7 – The Kingsway Infrastructure Project

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Joint Report of the Cabinet Members for Enterprise, Regeneration & Development and Environment & Transportation

Cabinet - 16 March 2017

FPR7 - THE KINGSWAY INFRASTRUCTURE PROJECT

Purpose:	To seek Cabinet approval to agree a final scheme following public consultation and to add the project to the capital programme.
Policy Framework:	City Centre Strategic Framework.
Reason for Decision:	To comply with Financial Procedure Rule No.7 (Capital Programming and Appraisals) - to commit and authorise schemes as per the Capital Programme or to include new schemes in the Capital Programme.
Consultation:	Legal, Finance, Procurement, Access to Services
Recommendation(s):	It is recommended that Cabinet agree to: <ol style="list-style-type: none">1. note and consider the outcome of the public consultation;2. approve the proposed project and its Financial Implications and add the project to the capital programme;3. delegate to the Director of Place in consultation with the Cabinet Member for Enterprise, Development & Regeneration, and the Cabinet Member for Environment and Transportation authority to make minor amendments to the proposed project provided they do not lead to a material change in the scheme or the costs.
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Procurement:	Chris Williams
Access to Services Officer:	Phil Couch

1.0 Introduction

- 1.1 This report seeks Cabinet approval for a scheme to replace the one-way system on The Kingsway, Mansel Street, Christina Street, De-La Beche Street, Alexandra Road, Orchard Street reverting to two-way traffic on the main arterial routes. This includes a reduction in the number of traffic lanes on the majority of The Kingsway and Orchard Street following public consultation. The removal of dedicated bus lanes on these two streets, will enable these to be remodelled, giving over former carriageway areas to public realm, including landscaping and trees. This forms part of an overall regeneration plan for The Kingsway as set out below.
- 1.2 The proposals presented have been subject to a one month public consultation exercise. This report will set out the context for the proposals, the scheme presented for public consultation, a summary of the consultation outcomes, and what elements of the project

will be amended as a consequence of the consultation exercise. Approval of the scheme will enable the project to be progressed to detail design and procurement.

- 1.3 Officers will, in consultation with the Cabinet Member for Enterprise, Development and the Cabinet Members for Regeneration and Environment & Transportation proceed to detailed design prior to procurement. A further report will be presented to Cabinet to enable contract award, at which stage a full report will be presented on the final details of the scheme, together with a full detailed costs summary.

2.0 Background

- 2.1 The Swansea Local Development Plan (Deposit Draft 2016) identifies three key regeneration priorities within the City Centre: St. David's, Civic Centre and The Kingsway. The Vision for the Kingsway being to provide the Central Area with a new defined Working Living and Learning Zone with a new business district which has fit-for-purpose public realm and highway layout. The Swansea Central Area Regeneration Framework (SCARF) Supplementary Planning Guidance (SPG) policy, proposes creating this Central Business District (CBD) within The Kingsway to address the fact that compared to similar competitor town centres accommodating between 30%-40% of their workforce, Swansea City Centre has only 18% of its workforce in its centre.
- 2.2 This approach has been supported by independent advice from leading multi-disciplinary consultants including Knight Frank, who consider The Kingsway as having the greatest potential to deliver this aspiration, following the decline of the street. The Kingsway's regeneration is a key component within the City Deal. The SCARF sets out key 'enabling' works essential to create an appropriate setting for the CBD, which include: improving access; enhancing public realm; and introducing environmental improvements, including more green space. The proposals set out in this report seek to deliver the aspiration to deliver more people working and living in the City Centre to create an environment which supports living and working there.
- 2.3 Improvements to the road and environment are considered critical to attracting new occupiers, evidenced by developers who have indicated they would be interested in The Kingsway if viable and if the environment/road was improved. The proposals form a critical element of the City Deal application and the forerunner to creation of the Digital Village.

3.0 PREFERRED HIGHWAY DESIGN OPTION

- 3.1 Teams within the City Planning & Regeneration and Highways & Transportation divisions have been working with external movement and access advisors The Urbanists to deliver a scheme which offers best practice and meets the aspirations set out above. As the scheme has evolved, the capacity and flow of the network has been tested to ensure the network is not compromised and a range of options have been explored. These proposals described below reflect what has been presented during the public consultation process under the heading of The Kingsway Urban Park (TKUP).
- 3.2 The proposals offer to reduce the vehicle carriageway on The Kingsway to two general traffic lanes (one in each direction) between Christina Street and College Street with the former carriageway areas given to public realm for alternative uses as described below and illustrated in the proposals plan in the Appendices to this report. Similarly, the dedicated bus lanes will be removed on Orchard Street, and the majority of the street will contain two general traffic lanes.
- 3.3 The dedicated bus lane will be removed – consultation has taken place with First Cymru on this matter who accept the principle of placing buses in general traffic lanes, with bus layby's placed on the south-bound carriageway at strategic locations. In addition, use of smart ticketing will reduce stop times, whilst telematics technology will help travel efficiency and provide priority to late running buses. Bus layby's will be of sufficient length to accommodate expected demand. Enabling work on WestWay and Dillwyn St have already removed dedicated bus lanes north of Clarence Terrace/Wellington Street, and the new gyratory enables buses to join general traffic lanes.

3.4 To introduce these changes on The Kingsway, it will be necessary to reintroduce two-way flows on Mansel Street, Orchard Street, De La Beche Street, Alexandra Road, Belle Vue Way, with a single lane in each direction on The Kingsway and Orchard Street. The proposal provides optimum conditions for operation of the highway network in light of emerging regeneration proposals in the City, and underpin the City Deal proposals to enable development and job creation.

3.5 Highway Considerations

3.6 This scheme has received full junction testing and subjected to traffic modelling using a combination of modelling techniques/tools including the comprehensive TRANSYT model of the City Centre and LINSIG modelling of specific junctions, and assessed against a Strength, Weakness, Opportunities and Threats (SWOT's) analysis. Traffic modelling work has been undertaken on proposals with and without dedicated inbound bus lanes. This modelling proved that journey times were not adversely affected without their presence.

3.7 Reversion of other parts of the network (Mansel Street, Orchard Street, Alexandra Road, Belle Vue Way etc.) to two-way will present alternative routes to travel west which will also have the following benefits:

- removes unnecessary through-traffic from The Kingsway (approximately 400 vehicles per hour);
- reduces conflict between pedestrians and vehicles with a two lane, two-way traditional layout on both The Kingsway and Orchard Street;
- introduces greater resilience throughout the highway network;
- reduces conflict between aspirations to redevelop the City Centre and concerns over pollution/congestion;
- presents an opportunity to lay a foundation for an enhanced environment to create the CBD and meet the aspirations within the SCARF as referenced in paragraph 2.2 of this report.

3.8 The proposals will introduce a roundabout at the junction of Dillwyn Street/St Helens Road /The Kingsway to enable better access within and around the City Centre - including to The Grand Theatre and western parts of the retail core area, reducing journey times to these destinations. On- street parking will be created via echelon or diagonal parking on Craddock Street, whilst provision for taxi's will be made on adjoining streets, together with bus lay-bys on Christina St. Access and egress to The Kingsway NCP Car Park will be either via Northampton Lane or to/from The Kingsway, Loading provision will be via rear access to premises on the southern side of The Kingsway, or via side streets off The Kingsway.

3.9 Future consideration is required to the highway network to provide additional capacity at the Dyfatty interchange, New Cut Road and The Strand. The main reason is to provide additional capacity on alternative routes and to encourage non-essential traffic away from the City Centre. These projects will be subject to further investment and funding bids.

4.0 PUBLIC REALM PROPOSALS

4.1 The 'Manual for Streets' (MfS) by the Department of Transport reminds us that a street performs two functions, as a distinct place with its own characteristics, and as a conduit for movement. The approach in MfS applies a user hierarchy to the design process with pedestrians at the top. In practice this means considering the needs of pedestrians first when designing, building, retrofitting, maintaining and improving streets. The challenge in Swansea City Centre is not unique, many towns and cities are striving to achieve the correct balance of 'Place' and 'Movement'.

4.2 The removal of two lanes of traffic presents an opportunity to rebalance the hierarchy between 'place' and 'movement' in favour of 'place', with better public realm. By remodelling the street it is possible to create an attractive and legible space to encourage

investment and patronage. Increased pedestrian dwell-time, footfall and 24/7 presence will offer to attract and sustain commercial investment and creation of an attractive place. Although the highway function continues to be as important for access to the City Centre core area, there will be greater emphasis on pedestrians and cyclists.

- 4.3 The scheme has been designed as a lower-speed environment and the intended design speed for the street is 12 mph achieved through reducing the vehicle dominance of the street, with pedestrian priority crossings and lower kerbs, with a mandatory 20 mph speed limit introduced. There will be ample safe pedestrian crossing facilities, with controlled crossings at the junctions with College Street/Belle Vue Way/Orchard Street and Christina Street junctions with two zebra crossings between these points. This will assist pedestrian movements north and south of the street, enhancing movement opportunities between new and existing residential areas with the City Centre.
- 4.4 A new pedestrian street will also eventually be created linking The Kingsway to Oxford Street, to provide the spine of the Digital Village on the site of the former Oceana nightclub. The Council has acquired necessary properties at the Oxford St / Plymouth St junction and on The Kingsway to facilitate this and demolitions will be progressed as part of this infrastructure project, with development of the final linkage forming part of the development of the former Oceana nightclub site which forms part of the City Deal proposal.
- 4.5 In addition, the northern section of Union Street will be pedestrianised to provide greater linkage with the pedestrian zone on Oxford Street. Access to the blue badge parking on Park Street will be retained with access from the existing two way arrangement on Portland Street, which also serves the car park at the rear of Marks and Spencer. This route also provides rear service access to properties to the north of this area. The area in front of Mount Pleasant Church will be designed to integrate with design across the street to create an appropriate setting for one of the oldest buildings on the street..
- 4.6 Reducing the street to two lanes of general traffic approximately within the alignment of the former dedicated bus lanes on the south of The Kingsway, will enable new green public space to be created on the sunnier northern side of the street. The layout of the street is contained within a diagram in Appendix A of this report and includes for a 4 to 7 metre wide footway on the south of the street, a 6 metre carriageway (two lanes, one in each direction), a 5m non-segregated pedestrian and cycle route, a multi-use landscaped zone, and a 2.5m pedestrian only footway adjacent the northern building line. These new routes contribute towards the active travel aspirations for the City.
- 4.7 Creative urban design solutions have been explored with The Urbanists (who have been retained as Quality Audit Coordinator for the project) with reference to best practice in other towns and cities. There will be an emphasis on creating new greening and public spaces which will present opportunities not only to improve the look of The Kingsway, but also to encourage innovative uses along the linear space such as pop-up licensed commercial lettings, small scale events, public art, and play activities over time. Street furniture such as seats/benches, cycle racks and other elements will be introduced to encourage use of the space, being aligned to respect key movement spaces and to reflect the needs of all its users.
- 4.8 The design of the street with wide tree-lined footways will present a processional route for key events such as the Santa Parade and other civic events, with the new spaces presenting opportunities for complementary activities. It is also proposed to create new raised green-planted areas at the top of Princess Way, presenting an opportunity for City Centre to sit and enjoy the new place. As referenced above, opportunities may present to accommodate small-scale or related community, Council or commercially-led events, and this has been taken into account in design of the space. Infrastructure such as power and drainage will be detailed in the final scheme in consultation with Culture & Tourism/City Centre Management.

- 4.9 Changes to Orchard Street will also need to be undertaken including the closure of the dedicated bus lane/cycle lane, placement of all traffic in two lanes on the west side of the street (existing southbound general traffic route). The dedicated bus/cycle route will become a tree-lined non-segregated pedestrian and cycle route. The existing footway on the east of the street, punctuated with mature trees with root heave, will be transformed into a grassed area, with access to properties along the street retained.
- 4.10 The proposals presented will create a high quality environment with increased green space in which to live and work with the relevant infrastructure to support this, and deliver an aspiration of the Council to deliver a green artery through the City Centre.
- 4.11 In summary, the proposals will offer the following Regeneration and Place benefits:
- deliver an enhanced setting for the former Oceana development site and creation of the CBD and Digital Village;
 - improve junction arrangements and pedestrian crossing facilities within a low-speed environment on The Kingsway and Orchard Street;
 - revert some carriageway to public space presenting opportunities for improved pedestrian and cycle routes, a linear space with hard and soft landscaping, offering potential for temporary and/or permanent commercial interventions; and
 - removing the west-bound bus lane and cycle lane to create a two way, two lane carriageway on The Kingsway and Orchard Street with one general traffic lane each direction.
- 4.12 Recent changes to Westway/Dillwyn Street has removed the dedicated bus lanes (with exception of the southbound route south of Clarence Terrace). The introduction of the new bus gyratory adjacent the bus station now enables buses to enter general traffic lanes within the proposed remodelled carriageway on The Kingsway.

5.0 CONSULTATION

- 5.1 At project inception, a project communication plan was prepared identifying key stakeholders to engage during the process of project development, including those living and working in and around Swansea. In addition, as well as the general public and traders, the team identified a number of other stakeholders that should be informed and consulted about the proposals, including special interest groups, and statutory and advisory groups, both local and with a strategic wider interest.

5.2 Target stakeholder workshops

- 5.3 Prior to public consultation (which commenced on the 10th February, 2017) draft proposals were presented to a series of stakeholder workshops focussed on Access, Movement, Place and Function in January. Representatives of the following groups were consulted: SAIL; SCVS; SAFE; Guide Dogs Cymru; First Grp, Wheelrights; Sustrans; Pobl and Coastal HA's; Swansea Environment Forum; and National Resources Wales. Council representation at the focus workshops included: Parks, Events/Culture & Tourism, Nature Conservation, Landscape, Planning & Conservation, Regeneration, Highways & Transportation.
- 5.4 A presentation was also given to Council's Disability Liaison Group and SERP, and separate meetings have also been held with representatives of Swansea BID, Council's Resilience team and the All Wales Extremism and Counter Terrorism unit. Feedback from all groups was extremely positive and their feedback was included in the proposal presented at the public consultation including:
- increased greening, more usable green space & realignment of trees to increase visibility of the street, reduce shade on the sunny northern side of the street;
 - 'event' space redefined - focus on professional route with licensed site opportunities;

- feeder lane on the Orchard St approach to College St junction to cater for traffic demand at this junction;
- bus layby capacity increased.

5.5 Some elements which were not included prior to consultation were details of cycle/pedestrian junctions and loading which will be considered at the detailed design stage to take account comments arising from public consultation.

5.6 Public Consultation Framework

5.7 Public consultation commenced on the 10th February and concluded on the 10th March, 2017. An exhibition was set up at The Grand Theatre between the 14th and 22nd February, with project team members available between 9.30am and 5pm on Tuesday 14th, Wednesday 16th, Thursday 17th February, Tuesday 21st and Wednesday 22nd February - the exhibition was accessible outside these periods during evening opening hours without the project team present. An exhibition was also erected at the Civic Centre between the 19th February and the 24th February, 2017.

5.8 At the attended sessions at The Grand Theatre, project team members were able to discuss the project with those who came along to the drop-in sessions, and to answer any misunderstanding or concerns. All attendees were encouraged to make their views known, whether negative or positive via the project questionnaire, either in hard copy or online. During the project team's presence at the Grand Theatre, an animated traffic model was presented illustrating predicted traffic movements around the project area. Unfortunately due to technical constraints the model could not be placed on the website.

5.9 English and Welsh questionnaires and a collection box was available at both locations, although online versions were available via the project website www.swansea.gov.uk/thekingsway which also carried the exhibition materials. In the absence of officers to answer questions at the unattended sessions/exhibit periods, a project e-mail address (thekingsway@swansea.gov.uk) and contact telephone number was available to express feedback or to ask questions.

5.10 The consultation was supported by a publicity campaign through press releases to local and national media, and social media, e-mail, and letters within The Kingsway itself.

5.11 Responses

5.12 A series of questions were asked in the consultation questionnaire relating to how often consultees currently use the City Centre, how they get in and around the City Centre, if they live in the City Centre, how they feel about the current layout and condition of The Kingsway and surrounding roads, if they agree with the consultation proposal. Of the 216 respondents who submitted representations by the consultation deadline (noon on the 10/03/17), 96.8% had viewed the consultation proposals before offering comments. The summary of responses can be found within Appendix B of this report.

5.13 With regard whether respondents supported the project or not, the key findings are presented below.

5.14 Of all respondents, 97.2% considered changes to the layout of The Kingsway and surrounding roads was needed, with only less than 1% considering no changes were needed. 67% of respondents agreed with the proposal presented (44.5% strongly agreed, 22.6% tended to agree).

5.15 When asked for any comments in relation to the project the following concerns were expressed:

- a) highway network related - impact of noise and pollution within the City Centre, impact on efficiency of bus services arising from the closure of the bus lane, impact on efficiency of highway network at key junctions, concern over temporary traffic management impact on business, potential conflict between cyclists and pedestrians on non-segregated route, temporary loss of cycle route during works, re-opening Princess Way, loss of residential street-parking on surrounding roads.
- b) parking - protect parking for workers, business loading opportunities and customer short-term parking.
- c) other – need for the Council to maintain any new landscaped areas, location and nature of green areas (should this be on the south side?), close The Kingsway to all traffic, more green areas required, appropriateness of the alignment of the pedestrian crossing near Christina Street/The Kingsway junction, questions over misuse of the space/anti-social behaviour, access to drop-in's.

- 5.16 Some of these concerns highlighted within a) and b) above have already been addressed in this report, however further work will be undertaken to further review these matters as part of the detailed design stage, if this report is approved. Section 6 of this report addresses some of the areas which are planned for further review, whilst paragraph 8.3 of this report refers to 'revenue implications' arising from scheme design.
- 5.17 To date significant progress has been made in reviewing traffic movements and projecting traffic flows, and these have culminated in a transport model which was presented and discussed with visitors to The Grand Theatre drop-in's, and presented to Cabinet members previously. Issues such as parking for workers is a strategic issue which is not a direct consequence of this project, however this is covered within other joined-up Council policies relating to integrated transport.
- 5.18 The alignment of pedestrian crossings has been carefully designed to minimise the impact on pedestrian/cycle desire lines, but with careful consideration of their impact on the efficiency of junctions and traffic flows. The reopening of Princess Way to traffic is not considered deliverable as this would detrimentally affect the operation of the junction at 'The Kingsway Circle', as well as being of detriment to pedestrian safety/movements both at this location, and further along the street between the pedestrian zone and Castle Square. Even with reduced lane capacity and restricted to buses only, the waiting time at this junction would create tailbacks, offering greater segregation of the pedestrian zone and Castle Square, whilst potential increased pollution from waiting traffic would make this an unattractive environment and affect air quality, and potentially deter investment in the area. Retaining the area as a pedestrianised street is considered important in encouraging footfall between The Kingsway (and areas north of this point) and the prospective developments at Swansea Central (St.David's), and to the Waterfront.
- 5.19 With regard the complaint over accessibility of the information presented at the Grand Theatre, it should be noted that all information except the traffic model was also accessible during evening, and an exhibit was accessible during opening hours at the Civic Centre, in addition there was online accessibility of consultation panels via the project website.
- 5.20 The location of the green space has been arrived at as this is the sunniest side of the street, and is likely to more used than the southern side of the street as this area is in shade for the majority if the year, maintenance and the nature of landscaping is a consideration which will be considered during the detailed design stage of the project (taking into account an representation received on this matter) as referenced within section 7 of this report. A review of CCTV locations will be reviewed of part of the detailed design process to mitigate any concerns over anti-social behaviours.

- 5.21 One further area identified was that of emergency service access and consultation. Currently the one-way system inhibits traffic movements around the City Centre. By introducing two-way flows this offers to introduce greater resilience into the highway for general accessibility, but also if an accident occurs on one part of the network covered by the proposed works. Mansel Street/Alexandra Corridor being two-way for example, will enable more direct access to St Helen's Road, rather than traffic heading for that destination unnecessarily having to travel through The Kingsway. Moving on from the outline design that has been the focus of the public consultation exercise, consultation will continue with other agencies to ensure strategic needs are met during the detailed design stage should this project be approved.
- 5.22 The following comments were offered in support:
- the introduction of green space and greater opportunities for play welcome (however safety needs to be considered);
 - the re-use of vacant buildings, encouraging café's at ground floor, and encourage pop-up uses along the street will be encouraged by this investment;
 - welcome the active travel routes (walking and cycling) and liveable spaces for living and working;
 - the roundabout at the junction with Dillwyn Street to provide enhanced access to The Grand Theatre and the City Centre generally is positive;
 - reversion to two-way traffic is welcome;
 - support for the wider regeneration plans for The Kingsway.
- 5.23 Other comments related to a need to support local businesses and encourage investment generally in the City Centre, whilst further investment in High Street would be welcome.
- 5.24 A further question asking for a view on whether the dedicated bus lanes should be closed in August was overwhelmingly supported with approximately 74% agreeing. The need to do this is referenced in section 7 of this report.
- 5.25 A summary of the results can be found in Appendix B of this report, , together with a positive letter of support from Guide Dogs Cymru, Vision Impaired West Glamorgan and RNIB in Swansea. A separate letter was also received from Pobl Housing Association which was supportive but identified some issues which are referenced within the general comments offered above. A copy of this letter can be made available to Cabinet Members if requested.

6.0 PROPOSED CHANGES ARISING FROM CONSULTATION

- 6.1 In response to the issues raised, the following scheme changes are proposed:
- review of traffic regulation orders along the main circulatory roads and adjoining streets to facilitate loading provision for businesses including potential to use bus laybys prior to 7am;
 - a review of circulation of traffic access within Northampton Lane in light of development of student accommodation at the junction of Christina Street and The Kingsway, and the presence of Pobl HA (formerly Gwalia) office accommodation;
 - review possible widening of the service road fronting the Dragon Hotel to accommodate loading to businesses on the northern side between Dynevor Place and Belle Vue Way. Service Road intended to be of a 'shared space' design psychology;
 - further road narrowing treatment provided on Orchard Street northern gateway and potentially at other locations to enhance pedestrian accessibility;
 - a review of circulation of traffic access along Pleasant St to reduce speeds, accommodate residents parking and University loading. Raised entry treatment provided at junction with Alexandra Road to improve pedestrian / cycle connections east/west;

- bus layby length increased outside former Oceania to accommodate minimum of two buses;
- car park access/egress to The Kingsway NCP amended to maintain access/egress during any road closure on The Kingsway for special events;
- the depth of tactile paving increased at numerous locations to assist in identification by visual impaired users.

7.0 DELIVERY & COST

- 7.1 The estimated cost of the project is £10m. The council is submitting a bid for up to £4m ERDF Convergence funding. As such, depending on its success the Council's contribution would be between £6m and £10m. This covers all fees and construction.
- 7.2 A comprehensive traffic management phasing plan is currently being prepared along with a workshop planned with contractors for the South West Wales Regional Contractors Framework to refine further before inclusion in the main contract documents. This phasing plan will set out the proposed phasing and minimum requirements for traffic management. This approach was successfully implemented on the Boulevard Project with similar challenges along The Kingsway and Orchard St.
- 7.3 Whilst an overwhelming majority of consultation respondents indicated support for early closure of the dedicated bus lanes, a date for this in relation to the works contract will be determined by the actions referred in paragraph 7.2 above.

8.0 FINANCIAL IMPLICATIONS

- 8.1 **Capital costs** - the capital cost of the project is £10m, including all design, and supervision fees and construction costs. It is anticipated that the £10m scheme will be funded via Council match-funded against external grants. The provision has been made in the 2017/18 capital budget with the exact amount amended to reflect the grant ERDF grant obtained.
- 8.2 **Revenue implications** – consultation has already been undertaken with operational teams including Streetscene, Public Lighting and Parks over the emerging design proposals which currently remain at concept stage. Further discussions will take place during the detailed design stage and specific revenue implications will be identified in a future report to respective portfolio Cabinet members, subject to the recommendations of this report being approved.
- 8.3 The successful contractor will need to include a two year landscape maintenance contract within their tender. Whilst this will present the cost of the two year period for establishment of landscaping, agreement on costs for ongoing maintenance will be agreed with Parks and Streetscene and reported within the final contract award report which will be prepared in compliance with Council's Contract Procedures Rules, and the appropriate financial allocations will be made as part of future budget considerations.

9.0 LEGAL IMPLICATIONS

- 9.1 The report seeks approval to delegate authority to the Director of Place in consultation with the relevant Cabinet members to make minor amendments to the scheme. Should any amendments be required that materially alter the proposed scheme or the associated costs, then these should be referred back to Cabinet for further consideration and approval.
- 9.2 All works and services required to deliver the scheme must be procured in accordance with the Council's Contract Procedure Rules and European procurement legislation as appropriate. The South West Wales Regional Contractors Framework is an EU compliant framework.

- 9.3 In the event that the Council is successful in securing ERDF grant funding, then the Council will need to comply with any terms and conditions attached to the offer of funding.
- 9.4 The Council will need to ensure that it obtains all necessary statutory consents including planning consents with which to deliver the project. In particular future changes to the highway network will require appropriate changes to the Traffic Regulation Orders, whilst any planned demolitions will require planning approvals.

10.0 EQUALITY AND ENGAGEMENT IMPLICATIONS.

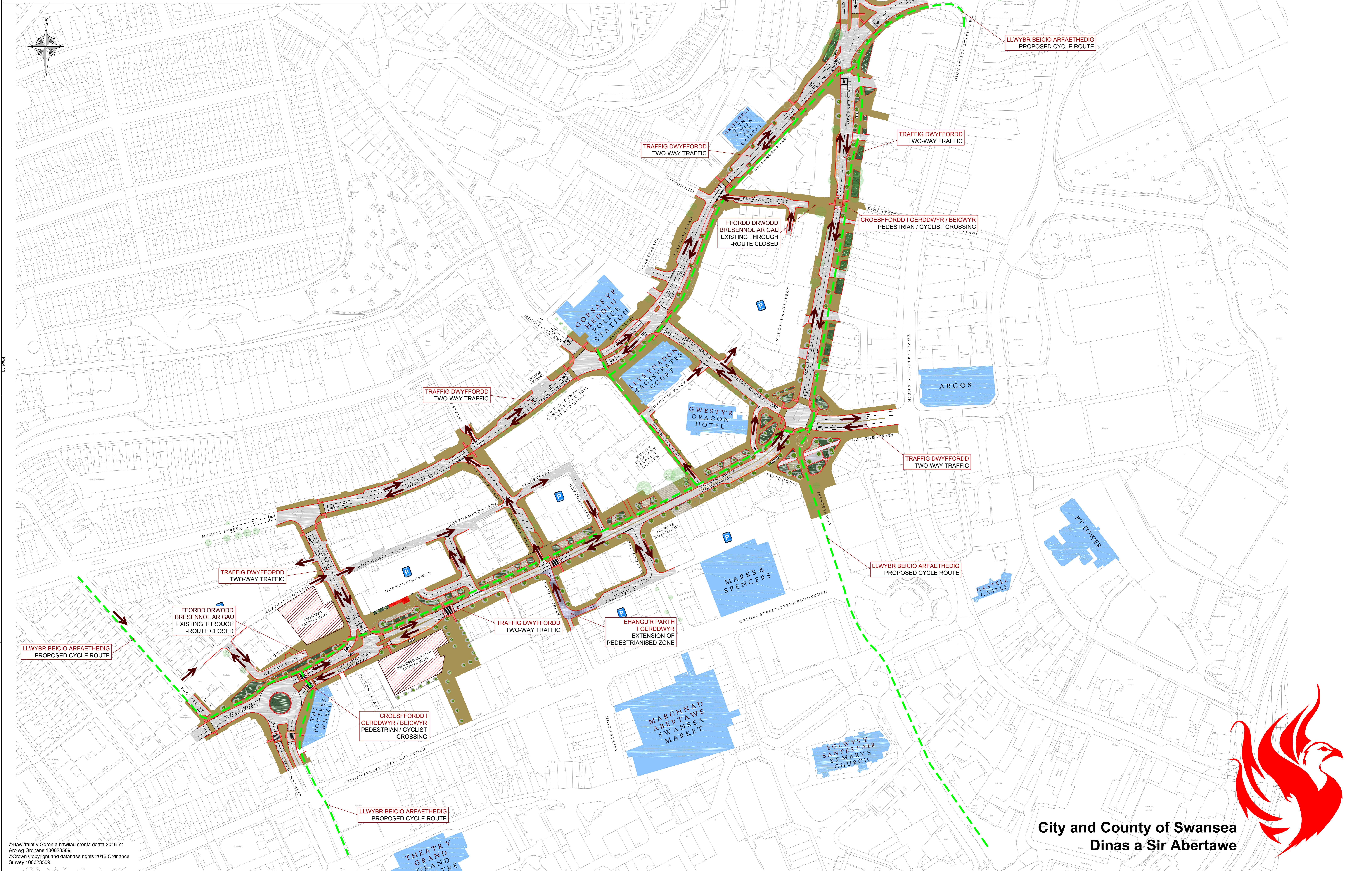
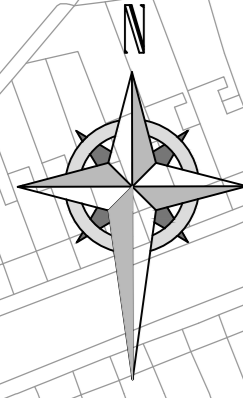
- 10.1 An Equalities Impact Assessment Screening has been undertaken together with an Equalities Impact Assessment (EIA) outlining engagement/consultation including the consultation referenced in this report in Appendix D.
- 10.2 Ongoing monitoring will be undertaken to ensure that the needs of groups identified in the EIA are fully considered throughout the project and particularly on completion of detailed design and prior to implementation and on completion.
- 10.3 Prior to construction starting on either interim or permanent works, the communication plan presents actions to engage and inform stakeholders through the process, utilising project website, target e-mails, letters, press release and social media.

Background Papers: None.

Appendices: **Appendix A – Proposals Plans Issued for Consultation**
Appendix B – summary of consultation responses

PARC DINESIG FFORDD Y BRENIN

THE KINGSWAY URBAN PARK



The Kingsway: Have Your Say

If you would like any more information about this consultation or would like this information in another format please advise us by:

e-mail: thekingsway@swansea.gov.uk
website: www.swansea.gov.uk/thekingsway
telephone: 01792 636498

The consultation will run until noon on the 10th March

How often do you currently use The Kingsway (driving, walking, bus route, visiting etc...)?

45 (20.8%)	Every day	37 (17.1%)	Few times a months
57 (26.4%)	1 - 2 days per week	15 (6.9%)	Less often
49 (22.7%)	3 - 5 days per week	3 (1.4%)	Never
5 (2.3%)	Weekends only		

How do you currently travel into and around the City Centre?

	Bike	Bus	Car	Walk
Travelling into the City Centre	31 (14.4%)	58 (26.9%)	161 (74.5%)	68 (31.5%)
Travelling around the City Centre	19 (8.8%)	10 (4.6%)	64 (29.6%)	112 (51.9%)

Do you live within the City Centre (or within walking distance)?

63 (29.2%)	Yes
152 (70.4%)	No

How do you feel about the current layout and condition of The Kingsway and surrounding roads?

164 (75.9%)	Major improvements needed
46 (21.3%)	Some improvements needed
4 (1.9%)	No improvements needed
0 (0.0%)	Don't know/no opinion

The Council is proposing to make significant improvements to The Kingsway and the surrounding roads. We have put a proposed new plan together which you can see here:

www.swansea.gov.uk/thekingsway

We'd like your view on our proposal below:

Have you looked at the proposal for the new layout of The Kingsway and surrounding roads?

209 (96.8%)	Yes
7 (3.2%)	No

Do you agree with our proposal to make improvements to The Kingsway and surrounding roads?

93 (44.5%) Strongly agree
47 (22.5%) Tend to agree
20 (9.6%) Tend to disagree
47 (22.5%) Strongly disagree

Do you have any comments that you would like to make in relation to the proposal? Please write in below

160 (76.6%)

Do you have any other comments that you would like to make in relation to The Kingsway and surrounding roads. Please write in below

125 (57.9%)

If the scheme were to go ahead the main works would commence in October. We do have the option to close the dedicated and bus/cycle lane in August to enable preparation for the permanent works. This has the benefit that the permanent works time will be reduced.

Do you agree with our proposal to close the dedicated and bus/cycle lane in August to enable preparation for the permanent works?

85 (39.4%) Strongly agree
64 (29.6%) Tend to agree
24 (11.1%) Tend to disagree
38 (17.6%) Strongly disagree

Do you have any comments that you would like to make in relation to the proposal to close the dedicated and bus/cycle lane in August

94 (43.5%)

Further Information

Please tick the appropriate option below:

208 I am responding to this consultation as an individual
(96.3%)

6 (2.8%) I am responding to this consultation as a group/ organisation - please specify below

Name of group/organisation 7 (3.2%)

Appendix C – Comments arising from Questions 7, 8 & 10 and letter of support Response from guide Dogs Cymru, Vision Impaired West Glamorgan and RNIB in Swansea

This consultation response represents the views of Guide Dogs Cymru, VIWG and RNIB as partner organisations working with blind and partially sighted people in Swansea. It focuses on points of key interest to people with sight loss and comments on the engagement process as well as the scheme itself.

Engagement - This was made more inclusive through the provision of tactile diagrams of the proposed new road layouts discussed at special meetings for people with sight loss. These preceded the public exhibitions and meant that particular attention could be paid to ensuring the proposals were understood, debated and a range of options suggested. We welcome this approach and hope that it will continue as the scheme evolves.

The proposals - Overall, we welcome the plan to reduce traffic flow and the 20MPH speed limit on Kingsway, although we are sceptical as to how this will be enforced. We entirely support a hierarchy of road use which puts pedestrians first, and we are pleased to note the retention of controlled crossings. We understand the debate as to whether the intervening crossings, on the newly regenerated stretch of Kingsway, should be controlled and we do have concerns if they put vulnerable pedestrians at risk. A major factor in whether it will be safe to use a zebra crossing in this situation will be the amount and speed of traffic. Assessing when it is safe to cross becomes impossible in situations where there is a lot of road noise, and this could be the case on Kingsway.

WE welcome the proposed new pedestrian route between Kingsway and oxford Street and new bus lay by's on Orchard Street and Kingsway.

We are interested in the plans for the Northern side of Kingsway and would wish to ensure a safe segregated route for pedestrians. We understand that the Northern side has potential for many activities including cycling and café culture, but within that environment it must be clear to people with sight loss how they can move along the footway without encountering unexpected obstacles or cyclists. We strongly suggest that signage and appropriate tactile paving, as a minimum, is used to denote this safe pedestrian route, and that this is kept free of lighting columns, café furniture, bins and seats. We note that priority is to be given to green landscaping here and feel that every opportunity to use this to separate pedestrians from cyclists should be taken.

We understand that these proposals may change as a result of consultation and through delivery phases, and we would ask that we continue the excellent communication methods that have, so far, been an opportunity to engage in this development. We assume that a full Equality Impact Assessment will be published to accompany the proposals and will seek to ensure that the impact on people with sight loss is clearly assessed.

Guide Dogs Cymru
Building 3
Eastern Business Park
St Mellons
Cardiff CF3 5EA

Appendix D - Equality Impact Assessment (EIA) Report

This form should be completed for each Equality Impact Assessment on a new or existing function, a reduction or closure of service, any policy, procedure, strategy, plan or project which has been screened and found relevant to equality.

Please refer to the 'EIA Report Form Guidance' while completing this form. If you need further support please contact acesstoservices@swansea.gov.uk.

Where do you work?
Service Area: City Regeneration & Planning
Directorate: Place

(a) This EIA is being completed for a...

Service/ Function <input type="checkbox"/>	Policy/ Procedure <input type="checkbox"/>	Project <input checked="" type="checkbox"/>	Strategy <input type="checkbox"/>	Plan <input type="checkbox"/>	Proposal <input type="checkbox"/>
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(b) Please name and describe below...

The Kingsway Urban Park – Environment Enhancements

(c) It was initially screened for relevance to Equality and Diversity on...(22/02/2017)

(d) It was found to be relevant to...

Children/young people (0-18)	<input checked="" type="checkbox"/>	Religion or (non-)belief.....	<input type="checkbox"/>
Any other age group (18+).....	<input checked="" type="checkbox"/>	Sex.....	<input checked="" type="checkbox"/>
Disability	<input type="checkbox"/>	Sexual orientation	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	Welsh language	<input checked="" type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	Poverty/social exclusion.....	<input checked="" type="checkbox"/>
Pregnancy and maternity	<input checked="" type="checkbox"/>	Carers (inc. young carers)	<input checked="" type="checkbox"/>
Race	<input type="checkbox"/>	Community cohesion	<input checked="" type="checkbox"/>

(e) Lead Officer

Name: Gareth Hughes

Job title: Principal Regeneration Manager

Date : 22/02/17

(f) Approved by Head of Service

Name: Phil Holmes

Date: 03 /03/17

Section 1 – Aims (See guidance):

Briefly describe the aims of the initiative:

What are the aims?

- To rebalance the highway and pedestrian hierarchy to create a slower speed environment.
- To enable improved movements for pedestrians and cyclists with legible spaces including improved pedestrian crossings.
- To ensure capacity for future traffic flows arising from changes to the highway network elsewhere and to take account of future regeneration project demands on the highway network.
- To remove dedicated bus lanes and place in general traffic lanes.
- To introduce environmental enhancements including new green space and meet the aspirations of the Swansea Central Area Regeneration Framework (SCARF).

Who has responsibility?

A multi-disciplinary team from Place and Transportation & Highways reporting to the City Regeneration Board.

Who are the stakeholders?

General public including all cohorts covered in section (d) above, whether they be pedestrians, drivers or users of public transport.

Section 2 - Information about Service Users (See guidance):

Please tick what information you know about your service users and provide details/evidence of how this information is collected.

Children/young people (0-18)	<input checked="" type="checkbox"/>	Carers (inc. young carers)	<input checked="" type="checkbox"/>
Any other age group (18+).....	<input checked="" type="checkbox"/>	Race.....	<input type="checkbox"/>
Disability	<input type="checkbox"/>	Religion or (non-)belief.....	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	Sex.....	<input checked="" type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	Sexual orientation	<input type="checkbox"/>
Pregnancy and maternity.....	<input checked="" type="checkbox"/>	Welsh language	<input checked="" type="checkbox"/>

What information do you know about your service users and how is this information collected?

- Transport Infrastructure Studies inform projections of traffic future traffic requirements;
- Pedestrian surveys indicate desire lines, ped flows;
- Consultation with community and businesses will inform final designs and needs during construction;
- Consultation with bus companies inform public transport requirements contributing to final design, including needs during construction to avoid service efficiency issues.

Any Actions Required?

- On consultation close, inform Cabinet of consultation outcome and seek approval to design and progress final scheme.

Section 3 - Impact on Protected Characteristics (See guidance):

Please consider the possible impact on the different protected characteristics. This could be based on service user information, data, consultation and research or professional experience (e.g. comments and complaints).

	Positive	Negative	Neutral	Needs further investigation
Children/young people (0-18)	➡ <input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group (18+)	➡ <input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Disability	➔	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	➔	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	➔	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	➔	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	➔	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	➔	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	➔	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	➔	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welsh language	➔	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	➔	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Thinking about your answers above, please explain in detail why this is the case.

The street is a public highway and all users may be affected. The above groups may be disproportionately affected compared with the general populace.

What consultation and engagement has been undertaken (e.g. with the public and/or members of protected groups) to support your view? Please provide details below.

1. Pre-public consultation target workshops with stakeholders (disability, access, business, statutory agencies, other) held in January;
2. Drop-in sessions in February to inform the community of the proposals;
3. Subsequent drop-in's planned to feedback changes in response to consultation and prior to work commencing;
4. Regular project communications at key milestones including via press, web, social media, e-mail distribution list to local community (signed-up at drop-in's), business (via BID) etc.
5. Site notice boards.

Any actions required (to mitigate adverse impact or to address identified gaps in knowledge).

- Consultation with community will assist inform any gaps in knowledge – consultation ongoing.
- Access to businesses/facilities impacted by the project to be maintained throughout the project and beyond.

Section 4 - Other Impacts:

Please consider how the initiative might address the following issues.

You could base this on service user information, data, consultation and research or professional experience (e.g. comments and complaints).

Foster good relations between different groups	Advance equality of opportunity between different groups
Elimination of discrimination, harassment and victimisation	Reduction of social exclusion and poverty

(Please see the specific Section 4 Guidance for definitions on the above)

Please explain any possible impact on each of the above.

The communications plan and the methods highlighted in section 3 above evidences methods used to target all cohorts of the community. Planned drop-ins with the community help communicate the project to all concerned, providing an opportunity to flag up socio-economic benefits of the project and its outcomes in relation to the wider Kingsway regeneration project, including creation of a CBD.

What work have you already done to improve any of the above?

Using experience in other projects such as Westway, advice from Access to Services, Corporate Comm's support will be critical to enable the full range of communications are accessed to maximise exposure to inform the community. A public consultation included a questionnaire, with drop-in's including a range of communication methods, including BSL, hearing loops, Welsh language spoken and written accessibility.

Is the initiative likely to impact on Community Cohesion? Please provide details.

Yes – better understanding of how we deliver projects and was evidence of how we can work closely with the community (Sandfields in this case)

How will the initiative meet the needs of Welsh speakers and learners?

All information was provided bilingually.

Actions (to mitigate adverse impact or to address identified gaps in knowledge).

- Not aware of any gaps – but always willing to be advised.

Section 5 - United Nations Convention on the Rights of the Child (UNCRC):

In this section, we need to consider whether the initiative has any direct or indirect impact on children. Many initiatives have an indirect impact on children and you will need to consider whether the impact is positive or negative in relation to both children's rights and their best interests

Please visit <http://staffnet/eia> to read the UNCRC guidance before completing this section.

Will the initiative have any impact (direct or indirect) on children and young people? If not, please briefly explain your answer and proceed to Section 6.

Is the initiative designed / planned in the best interests of children and young people? Please explain your answer.

Best interests of the child (Article 3): The best interests of children must be the primary concern in making decisions that may affect them. All adults should do what is best for children. When adults make decisions, they should think about how their decisions will affect children. This particularly applies to budget, policy and law makers.

The scheme considers all members of the community, and includes not only The Kingsway, but changes to traffic flows also include Orchard Street, Mansel Street, Grove Place, Alexandra Road, Christina Street, Craddock Street – so has a wide impact.

Actions (to mitigate adverse impact or to address identified gaps in knowledge).

To mitigate inherent dangers with the highway and general environment the following are planned:

- safer pedestrian crossings – informed by discussions with disabled persons, over 50's reps and others;
- scheme design fosters lower speeds by reducing clutter, providing better and visible crossings, improved lighting and more legible space reflecting good practice.
- expected reductions in traffic numbers and introduction of a more conventional road layout is expected to bring about improvements in pollution levels, a safer environment for living and working, incorporating where possible green spaces for safe enjoyment, but also to bring about an environment which will encourage investment which brings jobs and footfall for local shops and cafes.

Section 6 - Monitoring arrangements:

Please explain the arrangements in place (or those which will be put in place) to monitor this initiative:

Monitoring arrangements: Monitoring feedback from users.
Actions: <ul style="list-style-type: none">• a Safety Audit will be undertaken at key stages of the project and will inform changes as required;• the voices of stakeholders will be listened to throughout the project and any required changes requested reviewed and implemented as considered appropriate.

Section 7 – Outcomes:

Having completed sections 1-5, please indicate which of the outcomes listed below applies to your initiative (refer to the guidance for further information on this section).

- | | |
|---|-------------------------------------|
| Outcome 1: Continue the initiative – no concern | <input type="checkbox"/> |
| Outcome 2: Adjust the initiative – low level of concern | <input checked="" type="checkbox"/> |
| Outcome 3: Justify the initiative – moderate level of concern | <input type="checkbox"/> |
| Outcome 4: Stop and refer the initiative – high level of concern. | <input type="checkbox"/> |

For outcome 3, please provide the justification below:

For outcome 4, detail the next steps / areas of concern below and refer to your Head of Service / Director for further advice:

Outcome 3 – at all stages of design and implementation, issues will be identified through monitoring and a response will be applied using best industry practice (including relevant Highway Agency standards and other statutory guidance).

Section 8 - Publication arrangements:

On completion, please follow this 3-step procedure:

1. Send this EIA report and action plan to the Access to Services Team for feedback and approval – accesstoservices@swansea.gov.uk
2. Make any necessary amendments/additions.
3. Provide the final version of this report to the team for publication, including email approval of the EIA from your Head of Service. The EIA will be published on the Council's website - this is a legal requirement.

Action Plan:

Objective - What are we going to do and why?	Who will be responsible for seeing it is done?	When will it be done by?	Outcome - How will we know we have achieved our objective?	Progress
Communicating, informing, consulting	Gareth Hughes/Comm's	Throughout life of project	Low level of complaint	Low level of complaint to date
Keeping the traffic moving	Alun Thomas (Engineering Supervisor) & Contractor	Throughout life of project	Low level of complaint to date	Low level of complaint to date
Ensuring safe passage across streets for pedestrians	Contractor	Throughout life of project	Low level of complaint to date	Low level of complaint to date

Please remember to be 'SMART' when completing your action plan (Specific, Measurable, Attainable, Relevant, Timely).