



Dinas a Sir Abertawe

Hysbysiad o Gyfarfod

Fe'ch gwahoddir i gyfarfod

Y Cabinet

Lleoliad: Cyfarfod Aml-Leoliad - Ystafell Gloucester, Neuadd y Ddinas / MS Teams

Dyddiad: Dydd Iau, 15 Mehefin 2023

Amser: 10.00 am

Cadeirydd: Cynghorydd Rob Stewart

Aelodaeth:

Cynghorwyr: C Anderson, R Francis-Davies, L S Gibbard, H J Gwilliam, D H Hopkins, E J King, A S Lewis, A Pugh, R V Smith a/ac A H Stevens

Gwyllo ar-lein: <https://bit.ly/3WL4VGV>

Gweddarlledu: Gellir ffilmio'r cyfarfod hwn i'w ddarlledu'n fyw neu'n ddiweddarach drwy wefan y cyngor. Drwy gymryd rhan, rydych yn cytuno i gael eich ffilmio ac i'r delweddau a'r recordiadau sain hynny gael eu defnyddio at ddibenion gweddarlledu a/neu hyfforddiant o bosib.

Mae croeso i chi siarad Cymraeg yn y cyfarfod.

Dywedwch wrthym erbyn canol dydd, ddeuddydd cyn y cyfarfod.

Agenda

Rhif y Dudalen.

1. Ymddiheuriadau am absenoldeb.

2. Datgeliadau o fuddiannau personol a rhagfarnol.

www.abertawe.gov.uk/DatgeluCysylltiadau

3. Cofnodion.

Cymeradwyo a llofnodi cofnodion y cyfarfod(ydd) blaenorol fel cofnod cywir.

1 - 9

4. Cyhoeddiadau Arweinydd y Cyngor.

5. Cwestiynau gan y cyhoedd.

Gellir cyflwyno cwestiynau'n ysgrifenedig i'r Gwasanaethau Democratiaid Democratiaeth@abertawe.gov.uk hyd at ganol dydd y diwrnod cyn y cyfarfod. Bydd cwestiynau ysgrifenedig yn cael eu blaenoriaethu.

Gall y cyhoedd ddod a gofyn cwestiynau'n uniongyrchol os bydd

amser.

Rhaid i gwestiynau fod yn berthnasol i'r eitemau ar ran agored yr agenda ac ymdrinnir â nhw o fewn cyfnod o 10 munud.

6. **Hawl i holi cynghorwyr.**
 7. **Mwyafu darpariaeth Addysg Heblaw yn yr Ysgol (AHY) ar gyfer dysgwyr sy'n agored i niwed yn Abertawe. 10 - 21**
 8. **Cyllid ar gyfer y Rhaglen Ôl-osod a Optimeiddiwyd. 22 - 29**
 9. **Rheol 7 y Weithdrefn Ariannol - Grantiau Cronfa Trafnidiaeth Leol, Cronfa Cerbydau Allyriadau Isel lawn a Chronfa Teithio Llesol 2023/24. 30 - 66**
 10. **RhGA7 - Cronfa Codi'r Gwastad Rhaglen Cwm Tawe Isaf. 67 - 88**
 11. **Rheol 7 y Weithdrefn Ariannol - Grant Dyraniad Craidd 20 mya 2023/24. 89 - 99**
 12. **Adroddiad FPR7 - Dyraniad Cyfalaf Ychwanegol i Raglen Waith Priffyrdd 2023-24. 100 - 108**
-

Cyfarfod Nesaf: Dydd Iau, 20 Gorffennaf 2023 ar 10.00 am



Huw Evans

Pennaeth Gwasanaethau Democrataidd

Dydd Mercher, 7 Mehefin 2023

Cyswllt: Gwasanaethau Democrataidd - Ffon: (01792) 636923

Agenda Item 3.



City and County of Swansea

Minutes of the Cabinet

**Multi-Location Meeting - Gloucester Room, Guildhall / MS
Teams**

Thursday, 18 May 2023 at 10.00 am

Present: Councillor R C Stewart (Chair) Presided

Councillor(s)

C Anderson
D H Hopkins
R V Smith

Councillor(s)

R Francis-Davies
E J King
A H Stevens

Councillor(s)

L S Gibbard
A Pugh

Officer(s)

Huw Evans
Martin Nicholls
Ben Smith
Debbie Smith
Ness Young

Head of Democratic Services
Chief Executive
Director of Finance / Section 151 Officer
Deputy Chief Legal Officer
Interim Director of Corporate Services

Also Present: Councillor(s) M Durke, C A Holley

Apologies for Absence

Councillor(s): H J Gwilliam and A S Lewis

180. Disclosures of Personal and Prejudicial Interests.

In accordance with the Code of Conduct adopted by the City and County of Swansea, the following interests were declared:

- 1) Councillor R V Smith declared a Personal & Prejudicial Interest in Minute 185 "Local Authority Governor Appointments" and stated that he had dispensation from the Standards Committee to Stay, Speak but Not Vote on matters relating to the Appointment of Local Authority Governors.
- 2) Councillors R Francis-Davies & R V Smith declared a Personal Interest in Minute 196 "Strategic Partners Energy Costs Financial Support 2023/2024".

181. Minutes.

Resolved that the Minutes of the meeting(s) listed below be approved and signed as a correct record:

- 1) Cabinet held on 20 April 2023.

182. Announcements of the Leader of the Council.

The Leader of Council made no announcements.

183. Public Question Time.

No questions were asked.

184. Councillors' Question Time.

Councillor C A Holley asked several questions relating to Minute 195 "Update on Progress of Blue Eden" & Minute 196 "Strategic Partners Energy Costs Financial Support 2023/2024".

The Leader of the Council responded.

185. Local Authority Governor Appointments.

The Local Authority Governors Appointment Group submitted a report, which sought approval of the nominations submitted to fill Local Authority (LA) Governor vacancies on School Governing Bodies.

Resolved that:

- 1) The following nominations recommended by the Director of Education in conjunction with the Cabinet Member for Education Improvement, Learning & Skills be approved:

| | | |
|----|-----------------------------|--------------------------------|
| 1) | Brynhyfryd Primary School | Dr Brabara Shuk - Kwan Wong |
| 2) | Olchfa Comprehensive School | James Ellis |

186. Vulnerable Learners Service Inclusion Strategy.

The Cabinet Member for Education & Learning submitted a report that sought approval of the Vulnerable Learners Service Inclusion Strategy 2023-2028.

Resolved that:

- 1) The report be approved.
- 2) The Vulnerable Learners Service Inclusion Strategy 2023-2028 be agreed as the formal mechanism for the Education Directorate to identify the key priorities for supporting vulnerable learners and the strategies to address those priorities.
- 3) The impact tracker be used to monitor progress and impact and reported via the Vulnerable Learners Service Plan. This will not remove other reporting mechanisms but rather provide an additional mechanism to draw all strands of support together.

187. Installation of a 3G pitch at Olchfa Comprehensive School.

The Cabinet Member for Education & Learning submitted a report that sought to comply with Financial Procedure Rule 7.4 to commit and authorise a further £378,244 to the capital programme bringing the total to £1,633,244, to allow for the installation of an artificial games surface (3G) and new boundary fence at Olchfa Comprehensive School.

Resolved that:

- 1) The addition of a further sum of £378,244 to the capital programme bringing the total sum committed to this scheme to £1,633,244 be approved. This increased commitment is based on tender return values and is to be funded from the proceeds of the sale of land Olchfa Comprehensive School.

188. Pre-decision Scrutiny - Financial Procedure Rule 7 - Additional to the Capital Budget & Programme 2022/23 - 2027/28 - Economic Recovery Fund (ERF) Approved Schemes (exceeding one million pounds).

Councillor C A Holley provided pre-decision feedback.

189. Financial Procedural Rule 7 - Additional to the Capital Budget & Programme 2022/23 - 2027/28 – Economic Recovery Fund (ERF) Approved Schemes (exceeding one million pounds).

Call In Procedure - Subject to Pre-Decision Scrutiny: *This decision is exempt from the Authority's Call In Procedure as "the decision has been subject to Pre-Decision Scrutiny and there is no material change in relevant information / evidence".*

The Cabinet Member for Economy, Finance & Strategy submitted a report that sought to commit and authorise schemes approved via the Economic Recovery Fund (ERF) in excess of one million pounds to the Capital Programme 2022/2023-2027/2028 and to comply with Financial Procedure Rule7 "Capital Programming and Appraisals".

Resolved that:

- 1) The additional allocation of £2,050,000 to be included within the Capital Budget & Programme 2022/23-2027/28 be approved, as under ERF UPRN 156 Play Sufficiency.
- 2) The additional allocation of £1,045,000 to be included within the Capital Budget & Programme 2022/23-2027/28 be approved, as under ERF UPRN 157 Skate Facilities, together with existing funds of £45,000 held for Street Sports.
- 3) The additional allocation of £1,500,000 to be included within the Capital Budget & Programme 2022/23-2027/28 be approved, as under ERF UPRN 153 Domiciliary Care Travel.

190. Capital Improvement of Day Services Provision in Adult Services.

The Cabinet Member for Care Services submitted a report that sought to approve the Capital improvement and development scheme for existing Adult Services Day Service Provision in Swansea Council and to comply with Financial Procedure Rule 7 “Capital Programming and Appraisals” to commit and authorise a scheme to the Capital Programme.

Resolved that:

- 1) The Capital Improvement and Development Scheme together with the financial implications be approved and included into the capital programme for the next 4 years - 2023 to 2027.

191. Capital Improvement of Early Help Hubs in Child & Family Services.

The Cabinet Member for Community submitted a report that sought to approve the Capital improvement and development scheme for existing Early Help Hubs in Child & Family Services in Swansea Council and to comply with Financial Procedure Rule 7 “Capital Programming and Appraisals” to commit and authorise a scheme to the Capital Programme.

Resolved that:

- 1) The Capital Improvement and Development Scheme together with the financial implications be approved and included in the Capital Programme for 2023/24.

192. Capital Improvement of Residential Care Provision in Adult Services.

The Cabinet Member for Care Services submitted a report that sought to approve the Capital improvement and development scheme for existing Adult Services Residential Care Settings in Swansea Council and to comply with Financial Procedure Rule 7 “Capital Programming and Appraisals” to commit and authorise a scheme to the Capital Programme.

Resolved that:

- 1) The Capital Improvement and Development Scheme together with the financial implications are approved and included into the capital programme for the next 4 years - 2023 to 2027.

193. Pre-decision Scrutiny - Financial Procedural Rule 5 - Additional Revenue Provision for Residual Economic Recovery Fund 2023/24.

Councillor C A Holley provided pre-decision feedback.

194. Financial Procedural Rule 5 Additional Revenue Provision for Residual Economic Recovery Fund 2023/24.

Call In Procedure - Subject to Pre-Decision Scrutiny: This decision is exempt from the Authority's Call In Procedure as "the decision has been subject to Pre-Decision Scrutiny and there is no material change in relevant information / evidence".

The Cabinet Member for Economy, Finance & Strategy submitted a report that sought to approve schemes associated with residual Economic Recovery Fund (ERF) to be undertaken in 2023-2024 financial year in compliance with Financial Procedure 5.

Resolved that:

- 1) The schemes listed within Appendix A of the report will continue to ensure the primary purpose is satisfied.
- 2) The allocation for schemes listed within Appendix B, Sections 2.1 and 2.2, together with the appropriate financial implications as set out in the report be approved.
- 3) Delegates the development of the scheme detail to the Cabinet Member for Economy, Finance and Strategy, Chief Executive, and Director of Finance within the overall financial envelope set out in this report.

195. Update on Progress of Blue Eden.

The Cabinet Member for Economy, Finance & Strategy submitted a report that To advise on progress of discussions with various parties on the project formerly known as Blue Eden specifically concerned with completion of collaboration agreement and proposed land transactions to facilitate the development.

Resolved that:

- 1) The progress made to date on discussions with DST and wider partners including Network Rail and Transport for Wales be acknowledged.
- 2) The disposal of the land listed below be approved and authority be delegated to officers to agree the final heads of terms and conclude documentation for disposal/occupation by way of lease of:
 - The site adjacent to the Fabian Way Park and Ride together with the enhancement of the existing site.
 - The land comprising the closed elements of the Tir John site proposed for Solar Farm development.
 - Part of former Morrissey Site in SA1.
- 3) The grant funded acquisition of part of Burrows Yard and it's subsequent disposal if needed at commercial terms be approved and authority be delegated to officers to agree the necessary heads of terms and documentation to complete the transactions.

196. Strategic Partners Energy Costs Financial Support 2023/2024.

The Cabinet Member for Economy, Finance & Strategy submitted a report that sought approval for the levels of financial support needed for the period April 2023 to March 2024 for our strategic partners (Freedom Leisure, Wales National Pool and Swansea Arena) specifically related to increased energy costs, including overall likely additional levels of partnership underwriting required specifically for Wales National Pool for the same period.

Resolved that:

- 1) Financial support to Freedom Leisure until 31 March 2024 to fund the significant increased energy costs of £1,020,570 be approved in addition to the payment of the contractual monthly management fee for the financial year 2023/2024, with all payments reconciled under an open book approach.
- 2) The extension of financial relief to Wales National Pool Swansea (WNPS) to include Council underwriting of an additional deficit including increased energy costs of up to £200k for financial year 2023/2024 be approved.
- 3) Financial contribution of up to £210k in 2023/24 to fund energy costs above those forecasted in the business plan for Swansea Arena be approved, with payments made to Ambassador Theatre Group being reconciled under an open book approach.
- 4) Authority be delegated to the Director of Place to agree any changes to service specification, the terms and conditions attached to any offer of underwriting or other support measures including authority to vary the level and period of financial relief providing that the total of all such variations are within the scope of the budget approval for financial relief within resolutions 1, 2 and 3.
- 5) Authority be delegated to the Chief Legal Officer to enter into any documentation necessary to implement any of the recommendations in this report and to protect the Council's interests.

197. Exclusion of the Public.

Cabinet were requested to exclude the public from the meeting during consideration of the item(s) of business identified in the recommendations to the report(s) on the grounds that it / they involve the likely disclosure of exempt information as set out in the exclusion paragraph of Schedule 12A of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007 relevant to the items of business set out in the report(s).

Cabinet considered the Public Interest Test in deciding whether to exclude the public from the meeting for the item of business where the Public Interest Test was relevant as set out in the report.

Resolved that the public be excluded for the following item(s) of business.

(Closed Session)

198. Councillors' Questions Time.

Councillor C A Holley asked several questions relating to Minute 199 “Strategic Partners Energy Costs Financial Support 2023/2024” & Minute 201 “Updated FPR7 for Palace Theatre Refurbishment”.

The Leader of the Council responded.

199. Strategic Partners Energy Costs Financial Support 2023/2024.

The Cabinet Member for Economy, Finance & Strategy submitted an information report that provided confidential information of the levels of financial support needed for the period April 2023 to March 2024 for our strategic partners (Freedom Leisure, Wales National Pool and Swansea Arena) specifically related to increased energy costs.

200. Update on Progress of Blue Eden.

The Cabinet Member for Economy, Finance & Strategy submitted an information report that outlined the progress of the project formerly known as Blue Eden.

201. Updated FPR7 for Palace Theatre Refurbishment.

The Cabinet Member for Investment, Regeneration & Tourism submitted a report that sought to comply with Financial Procedure Rule 7 “Capital Programming and Appraisals” - to provide an updated position regarding the Palace Theatre project.

Resolved that the amended recommendations as detailed be approved.

The meeting ended at 11.40 am

Chair

| Call In Procedure – Relevant Dates | |
|--|----------------------|
| Minutes Published: | 18 May 2023 |
| Call In Period Expires (3 Clear Working Days after Publication): | 23.59 on 23 May 2023 |
| Decision Comes into force: | 24 May 2023 |



City and County of Swansea

Minutes of the **Cabinet**

Multi-Location Meeting - Gloucester Room, Guildhall / MS

Teams

Tuesday, 30 May 2023 at 2.30 pm

Present: Councillor R C Stewart (Chair) Presided

Councillor(s)

C Anderson
H J Gwilliam
A S Lewis
A H Stevens

Councillor(s)

R Francis-Davies
D H Hopkins
A Pugh

Councillor(s)

L S Gibbard
E J King
R V Smith

Officer(s)

Geoff Bacon
Huw Evans
Debbie Smith
Mark Wade

Head of Property Services
Head of Democratic Services
Deputy Chief Legal Officer
Director of Place

Apologies for Absence

Councillor(s): - None.

1. **Disclosures of Personal and Prejudicial Interests.**

In accordance with the Code of Conduct adopted by the City and County of Swansea, the following interests were declared:

- 1) Councillor A H Stevens declared a Personal & Prejudicial Interest in Minute 5 "Update Management Report on Swansea Airport" and withdrew from the meeting prior to its consideration.

2. **Announcements of the Leader of the Council.**

The Leader of Council made no announcements.

3. **Exclusion of the Public.**

Cabinet were requested to exclude the public from the meeting during consideration of the item(s) of business identified in the recommendations to the report(s) on the grounds that it / they involve the likely disclosure of exempt information as set out in the exclusion paragraph of Schedule 12A of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007 relevant to the items of business set out in the report(s).

Cabinet considered the Public Interest Test in deciding whether to exclude the public from the meeting for the item of business where the Public Interest Test was relevant as set out in the report.

Resolved that the public be excluded for the following item(s) of business.

(Closed Session)

4. Councillors' Question Time.

No questions were asked.

5. Update Management Report on Swansea Airport.

The Cabinet Member for Corporate Service & Performance submitted a report that outlined the latest position with regard Swansea Airport and provided updated legal advice.

Resolved that the recommendations as detailed in the report be approved.

The meeting ended at 2.39 pm

Chair

| Call In Procedure – Relevant Dates | |
|--|----------------------|
| Minutes Published: | 30 May 2023 |
| Call In Period Expires (3 Clear Working Days after Publication): | 23.59 on 2 June 2023 |
| Decision Comes into force: | 5 June 2023 |

Agenda Item 7.



Report of the Cabinet Member for Education & Learning

Cabinet – 15 June 2023

Maximising EOTAS Provision for Vulnerable Learners in Swansea

| | |
|------------------------------------|---|
| Purpose: | To address the gaps in the current provision for vulnerable learners in Swansea and use available resources more equitably to meet the needs of all learners requiring education otherwise than at school. |
| Policy Framework: | Education Otherwise than at School (EOTAS) framework for action, Welsh Government 2017. |
| Consultation: | Access to Services, Finance, Human Resources, Legal. |
| Recommendation(s): | It is recommended that: 1) A consultation is undertaken by the Head of the Vulnerable Learners Service, in consultation with the Management Committee of Maes Derw Pupil Referral Unit and other relevant stakeholders, to consider reorganising the current PRU internally to maximise opportunities to meet the broader needs of pupils across Swansea. 2) Following the consultation, a further report will be prepared for Cabinet with the results of the consultation, for a decision to be made on how to proceed. |
| Report Author: | Kate Phillips |
| Finance Officer: | Aimee Dyer |
| Legal Officer: | Stephanie Williams |
| Access to Services Officer: | Rhian Millar |

1. Introduction

- 1.1 In 2016, Swansea Cabinet approved recommendations proposing a complete overhaul of Education Otherwise than at School (EOTAS) services in Swansea.

- 1.2 Recommendations included agreement for a purpose-built pupil referral unit (PRU) that has now been completed and is fully operational, known as Maes Derw. In addition, the recommendation to devolve £700k to secondary schools to focus on providing social emotional behavioural difficulties (SEBD) provision for learners in Key Stage 4 to remain in mainstream in education was approved by Cabinet.
- 1.3 The intention of the proposals was that the PRU significantly reduced capacity in recognition of increased devolution of funding and responsibility to schools. The needs of the majority of learners with SEBD should be met through mainstream education, with central provision only being made for those learners with the most severe SEBD needs. This has happened but the unintended consequences are complex challenges due to the needs of the cohorts.
- 1.4 Maes Derw currently has 158 available places and a budget in FY 23-24 of £3,557,600.
- 1.5 In addition to Maes Derw, EOTAS provision in Swansea also includes home tuition delivered via the Home Tuition Service. Numbers of learners receiving home tuition by the Vulnerable Learner Service have risen steadily during the last five years and include a number of learners, subject to recommendations within this report, who will access resources at Maes Derw in future.
- 1.6 Since 2016, there have been significant changes and developments which have impacted on learners in Swansea. The needs of learners have changed. A flexible approach in adapting to meet the presenting and emerging needs of children, and young people with SEBD is now required.
- 1.7 It is not possible for a PRU, such as Maes Derw, operating within Welsh Government expectations to meet the needs of all of these children and young people (CYP).
- 1.8 This report makes recommendations to address the gaps in the current provision for vulnerable learners in Swansea and use the funding allocated more equitably to meet the needs of all learners requiring education otherwise than at school.

2. Changes since 2016

- 2.1 Since 2016 there has been a national increase in the number of CYP who are neurologically diverse. These learners can respond to their environments in ways which can be interpreted as challenging behaviours but a change in environment could support these CYP to maximise their opportunities to learn and minimise difficult behaviours.

- 2.2 There have been key developments since 2016 also impacting on provision for learners. The Additional Learning Needs and Inclusion Team (ALNIT) have led on the completion of a transformation strategy to implement the aims of the ALNET Act 2018. The act aims to transform the way in which support for learners with additional learning needs is delivered.
- 2.3 The Education Directorate has also responded to Covid19 and the significant implications of the recovery from the pandemic. One of the noticeable and emerging impacts of the pandemic are the increase in CYP with mental health and anxiety.
- 2.4 There has been an increase both locally and nationally in behaviours which have led to increasing exclusions.
- 2.5 Maes Derw has reported for a number of years that there are significant challenges in managing pupils' needs on a daily basis. It was hoped the significant financial investment, new build, new staffing structure and improved curriculum offer would address this, but this has not been the case due to the complexity of needs.
- 2.6 Numbers in the PRU have reduced as intended. Maes Derw is not full in Key Stage 4. While other areas are operating at, or near to, capacity, attendance is low, exclusions are high and reintegration rates are low. Staffing ratios are high.

3. Challenges with the 2016 operating model

- 3.1 Welsh Government guidance makes it clear that PRUs should operate on a reintegration model and not provide a long-term provision for CYP with additional learning needs. Maes Derw follows this model as expected by the 2016 report.
- 3.2 The effectiveness of mainstream schools to manage the needs of CYP means that a reintegration model does not best meet the needs of many of the learners who are referred to EOTAS provision. Reintegration rates from the PRU back to schools are low.
- 3.3 A number of learners placed by the Additional Learning Needs panel in Maes Derw have been unable to start the placement as they do not meet the criteria of Maes Derw, namely, they have an additional learning need resulting in their SEBD rather than SEBD without a long-term additional learning need.
- 3.4 Of those learners who have been able to start placement following recommendation by the ALN panel a number are considered by Maes Derw to be inappropriately placed which has created challenges in meeting their needs.

3.5 Maes Derw's current provision is restricted by PRU Regulations requiring it to operate on a reintegration model and without the exemptions made for SEBD special schools. The PRU curriculum is designed for reintegration.

4. Steps taken to address the conflict between changing need and current operating model.

4.1 Since 2016, the recommendations of the 2016 report have been realised. There is a purpose built PRU with completely overhauled staffing and curriculum. Investment of £10M in the new building and current £3,557,600 annual budget. In FY 2022-2023, the PRU budget was overspent.

4.2 The transformation to the new build, staffing structure and curriculum was expected to meet the needs of learners with the most severe SEBD but that has not been the case for the reasons outlined above.

4.3 To address the concerns in relation to learners with ALN resulting in SEBD who were unable to access the PRU provision the ALN Team worked with Birchgrove Comprehensive School to establish Tŷ Fedw. Tŷ Fedw is a specialist provision for CYP who have a Statement of Special Educational Need along with Social Emotional Behavioural Difficulties (SEBD) and who may be on the Autistic Spectrum (ASD). Tŷ Fedw is established on a similar basis to a Specialist Teaching Facility (STF). There are four part time places. This provision is currently full and considered effective in meeting the needs of the CYP who attend.

4.4 A primary provision is in the process of being established, based on the Tŷ Fedw model. This provision will be based at Clwyd Primary School and meet the needs of those primary age children with SEBD who are not able to access Maes Derw due to the nature of their ALN.

4.5 A Hard to Place Group was established in response to concerns raised by Maes Derw around both registration practices and a cohort of CYP the PRU were expected to work with. While the registration issues were resolved the group had limited success in identifying longer term solutions as there was a gap in provision.

4.6 A Team Around the PRU was established as a multi-agency problem solving group to try and resolve the challenges Maes Derw was facing. There was extensive engagement from multi agency partners and additional support was offered from Child and Family Services including a Contextualised Missing Exploited and Trafficked (CMET) referral.

4.7 As part of the ongoing STF review it has been identified that the Local Authority could further develop and enhance provision for learners who are neurologically diverse but cognitively able. Both mainstream and specialist teaching provision should be adapted effectively to create learning environments which are more appropriate and supportive for

these learners and the Additional Learning and Inclusion Team have a strategy in place to undertake this work.

- 4.8 It has also been necessary to create additional provision for a number of learners who have been either been allocated places at Maes Derw or would meet the criteria for Maes Derw but are unable to access those places as Maes Derw are concerned about the risk they pose within the Maes Derw cohort. The Pupil Support Team have appointed Engagement Officers who collaborate with schools and external agencies to design bespoke EOTAS packages. £150k has been diverted from the Maes Derw budget to fund this work as the learners concerned are those who meet PRU criteria.
- 4.9 Despite all of these interventions, new provision and investment the PRU are still reporting regular incidents of violence and aggression placing staff and learners at risk. This is regularly reported to the Management Committee and Head of Service but all potential solutions offered to date have not resolved the issues. HS3 forms acknowledge incidents occur despite high staff pupil ratios.
- 4.10 ALN Panel chairs report that considerations by the panel for places in Maes Derw are regularly responded to with concerns primarily citing health, safety and wellbeing concerns with current and proposed cohorts.
- 4.11 Satellite provisions (Tŷ. Fedw, Clwyd, Pupil Support Team) are able to meet the needs of the learners, providing evidence that appropriate provision can be made. However, they have been established on a responsive basis and an accompanying strategy and governance mechanism is needed.

5. Proposed further steps to be undertaken

- 5.1 To further maximise opportunities for CYP with social, emotional and behavioural difficulties (SEBD) it is proposed that the Maes Derw building must be used more flexibly to provide a centre for the Vulnerable Learners Service. These arrangements will be made via consultation with the Management Committee and wider stakeholders. The aim will be to coordinate bespoke packages for CYP and provide specialist in reach / outreach provision for learners with longer term ALN.
- 5.2 Better monitoring of CYP educated other than at school can be achieved by using a digital resource that will allow for improved tracking of learners' progression and we intend to implement this from September 2023.
- 5.3 The chairing arrangements for the EOTAS panel will be reviewed to better reflect the broader EOTAS offer and to ensure greater independence from the provision by January 2024.

5.4 The LA will review the Instrument of Government with the Management Committee. This is underway.

6. Timeline

6.1 Subject to agreement of this report it is proposed that the consultation to decide whether or not to reorganise the internal provision at the PRU is finalised within 12 weeks of Cabinet's decision.

6.2 October 2023 (to allow for the school holiday period to be excluded from the consultation period)

7. Staffing Implications

7.1 There may be an impact for staffing structures in Maes Derw although some posts are currently vacant and filled by agency staff or staff on temporary contracts which will reduce impact. There may be a requirement for a few posts to cease or to be redistributed.

7.2 There may be a requirement to review some job descriptions which may be subject to the Job Evaluation process.

7.3 There will need to be a phased approach to any changes in order to allow current learners to transition appropriately. There should be no negative implications for current learners. The intention is to improve the provision.

7.4 Where staff are affected, a full consultation process will be undertaken with staff and Trade Unions under the appropriate policy.

8. Integrated Assessment Implications

8.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

- 8.1.1 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 8.1.2 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 8.2 In order to comply with the relevant regulations an IIA Screening Form has been completed with the agreed outcome that a full IIA report was not required because at this stage the report is seeking permission to consult. The engagement process required should that permission be granted will require a full integrated impact assessment and it is proposed that is completed submitted with the outcome of the consultation.
- 8.3 The UNCRC is relevant to this report as Maes Derw is a key resource and service for vulnerable children and young people. It is considered that the improvements this report advocates for will support the Council's commitment to the UNCRC.
- 8.4 Welsh Language Standards have been considered and again, any improvements resulting from this consultation will aim to strengthen the Council's commitment to the Welsh language.

9. Financial Implications

- 9.1 It is recognised that any potential reorganisation will need to be delivered within the current budget envelope and consider the requirement to make a £140k saving within the EOTAS budget. There is no request for additional funding.
- 9.2 Reorganising Maes Derw and ensuring learners are appropriately placed creates a potential to reduce costs in relation to staffing, transport and use of external providers.
- 9.3 Establishing a central in reach/outreach provision in Maes Derw and using the building as a hub for the Vulnerable Learners Service and its partners will make better use of existing resource rather than seeking new.
- 9.4 A digital resource, The Virtual School, already exists and set up costs have been provided via grant funding. It is anticipated that costs to establish new groups are minimal and can be met from existing budget.

10. Legal Implications

- 10.1 A Pupil Referral Unit (PRU) is a type of school established by a Local Authority (LA) which has a duty to provide suitable education for children and young people who, by reason of illness, exclusion or otherwise, may not receive such education in a mainstream school.
- 10.2 It is the responsibility of the LA to maintain PRUs and to ensure they are suitably resourced and organised to provide a high standard of education.
- 10.3 The Education (Pupil Referral Unit) (Management Committees etc.) (Wales) Regulations 2014 and the accompanying guidance will need to be followed to ensure that any provision has an appropriately constituted management committee and instrument of government.
- 10.4 While not directly applicable to pupil referral units, the School Organisation Code 2013 provides guidance as to the considerations to be had when making changes to school organisation and how consultations should be undertaken.

Background Papers:

[EOTAS Report 2016](#)

Appendices:

Appendix A – IIA Screening Form

Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area: Vulnerable Learners

Directorate: Education

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other

(b) Please name and fully describe initiative here:

Request to Cabinet to restructure internal arrangements at Maes Derw PRU

To address the gaps in the current provision for vulnerable learners in Swansea and use available resources more equitably to meet the needs of all learners requiring education otherwise than at school a request is being made to review and restructure the internal organisation of Maes Derw PRU. This will enable the resource to be used more flexibility and to extend access to the resource. Reviewing and resetting the existing resource is intended to increase flexibility and widen access. This should enhance learner wellbeing by ensuring provision is better suited to emerging need.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

| | High Impact | | Medium Impact | | Low Impact | | Needs further Investigation | No Impact |
|-------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-----------------------------|-------------------------------------|
| | + | - | + | - | + | - | | |
| Children/young people (0-18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Older people (50+) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Any other age group | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Future Generations (yet to be born) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Disability | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Race (including refugees) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Asylum seekers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gypsies & travellers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Religion or (non-)belief | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sex | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sexual Orientation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | | | | |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Gender reassignment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Welsh Language | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Poverty/social exclusion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Carers (inc. young carers) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Community cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Marriage & civil partnership | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Human Rights | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches? Please provide details below – either of your activities or your reasons for not undertaking involvement

This is a request for a consultation and so there will be full stakeholder engagement via joint working with the Maes Derw Management Committee and consulting with parents / carers and children and young people.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

- a) Overall does the initiative support our Corporate Plan’s Well-being Objectives when considered together?
 Yes No
- b) Does the initiative consider maximising contribution to each of the seven national well-being goals?
 Yes No
- c) Does the initiative apply each of the five ways of working?
 Yes No
- d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?
 Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?
 Yes No **If yes, please provide details below**

Q7 Will this initiative result in any changes needed to the external or internal website?
 Yes No **If yes, please provide details below**

Q8 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

The intention behind these proposals is to strengthen the offer made to our most vulnerable learners, to ensure the resource of Maes Derw is used most effectively and to make sure there is an equitable offer for any learner with additional learning needs or who requires EOTAS provision. The final implications will be dependent on the outcome of the consultation but the aim is to strengthen and flex the local offer using a learner centred approach to do so

Outcome of Screening

Q9 Please describe the outcome of your screening using the headings below:

- **Summary of impacts identified and mitigation needed (Q2)**
 - **Summary of involvement (Q3)**
 - **WFG considerations (Q4)**
 - **Any risks identified (Q5)**
 - **Cumulative impact (Q7)**
- **Summary of impacts identified and mitigation needed (Q2)**

At this stage the initiative is only seeking permission to undertake a consultation process and so there are no impacts at this stage. However, once undertaken the consultation will likely require a full impact assessment to identify any impacts and mitigations.

- **Summary of involvement (Q3)**

There will be a full consultation process including the key stakeholder groups represented on the management committee and children and young people.

- **WFG considerations (Q4)**

Overall, the initiative supports our Corporate Plan's Well-being Objectives and those of the Well Being of Future Generations Act.

The proposal would support children and future generations in accessing local provision which is flexible to need.

The project will actively support pupils to receive an education within their local communities and become active citizens

- **Any risks identified (Q5)**

The risks are mainly related to officer time to be able to implement these proposals within the required time frames.

It will also be critical to ensure effective communication strategy to offer reassurance around the suitability of any outcomes proposed by the consultation.

- **Cumulative impact (Q8)**

There are no significant cumulative impacts at this stage as the main activity is to request permission to consult and so there are no definite proposals. The consultation activity is intended to seek all the relevant engagement and articulate proposals which will then require further impact assessment. It is not possible to complete the full integrated impact assessment until the engagement work has developed the proposals. At this point a full assessment will be undertaken.

(NB: This summary paragraph should be used in the **‘Integrated Assessment Implications’** section of corporate report)

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

NB: Please email this completed form to the Access to Services Team for agreement before obtaining approval from your Head of Service. Head of Service approval is only required via email.

| |
|---|
| Screening completed by: |
| Name: Kate Phillips |
| Job title: Head of Vulnerable Learners Service |
| Date: 08/05/2023 |
| Approval by Head of Service: |
| Name: Kate Phillips |
| Position: Head of Vulnerable Learners Service |
| Date: 08/05/2023 |

Please return the completed form to accesstoservices@swansea.gov.uk

Agenda Item 8.



Report of the Cabinet Member for Service Transformation

Cabinet - 15 June 2023

Optimised Retrofit Programme (ORP) Funding

| | |
|------------------------------------|---|
| Purpose: | This report seeks retrospective approval for a Welsh Government grant application for the Optimised Retrofit Programme (ORP) The ORP grant was announced by Welsh Government to support energy efficiency measures for social housing. The grant will support insulation measures, the acquisition of renewable technologies and monitoring equipment. This will commit the schemes to the capital programme in line with the Council's Financial Procedure Rules. |
| Policy Framework: | Welsh Housing Quality Standard |
| Consultation: | Access to Services, Finance, Legal. |
| Recommendation(s): | It is recommended that Cabinet: 1) Approves the Optimised Retrofit Programme bid set out in 2.0 2) Delegates authority to the Director of Place, the Chief Legal Officer and Chief Finance Officer to enter into any agreements necessary to ensure the delivery of the projects and to protect the Council's interests. 3) Delegates authority to the Director of Place and the Chief Finance Officer to recover all expenditure associated with the delivery of the projects from Welsh Government. 4) Any further decisions relating to this funding will be delegated to the Director of Place and the Cabinet Member for Service Transformation. The funding will support schemes approved via the annual HRA Capital Budget report. |
| Report Author: | Dave Bratley |
| Finance Officer: | Jeffery Dong |
| Legal Officer: | Adrian Jeremiah |
| Access to Services Officer: | Rhian Millar |

1. Introduction

1.1 Welsh Government invited social landlords across Wales to apply for Optimised Retrofit Programme (ORP) grant funding to support measures that are in line with the emerging decarbonisation agenda. The Council submitted an application to support the cost of its ongoing improvement programmes. Given the short timescales involved, it was not practical to inform Cabinet of the bids before the bid submission dates so this report seeks retrospective approval for the Council's application.

2.0 Optimised Retrofit Programme (ORP)

2.1. The ORP grant funding is to assist social landlords meet the costs of energy efficiency measures which contribute towards taking properties towards a low carbon rating.

2.2. The Council submitted an application to support the cost of roof and wall insulation measures as part of its wind and weatherproofing schemes, the purchase of renewable energy equipment including solar photovoltaic panels and storage batteries for 95 properties as well as environmental monitoring sensors.

2.3. The funding covers financial year 2022/23. It is anticipated the Welsh Government make further ORP funding available in financial year 2023/24 and beyond. Future grant applications will be addressed separately from this report.

3.0 Financial Implications

3.1 A breakdown of the ORP funding and total grant applied for is as follows:

| Item | Grant element |
|------------------------------------|-------------------|
| Insulation Measures | £1,659,613 |
| PV and Battery Purchase | £847,724 |
| Designs for Renewable Technologies | £31,830 |
| Monitoring Equipment | £64,065 |
| Total ORP Grant | £2,603,233 |

3.2 The grant funding applies to programmes that have already been approved in the 2022/23 budget and funded by other resources. This report seeks to utilise the grant in place of other Council funding so as to free up resources for other use.

4. Integrated Assessment Implications

4.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the Socio-economic Duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Deliver better outcomes for those people who experience socio-economic disadvantage
 - Consider opportunities for people to use the Welsh language
 - Treat the Welsh language no less favourably than English.
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 4.2 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the ‘well-being goals’.
- 4.3 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 4.4 An IIA Screening Form has been completed and a full IIA report is not required at this stage. Each site will need to be considered in detail once the development proposals are known. This will be subject to a further report.
- 4.5 Delivery of improvements to decarbonise existing homes is a good example of the 5 Ways of Working promoted by the Well-being of Future Generations (Wales) Act 2015 and will make a significant contribution to the 7 well-being goals.
- 4.6 Improving existing housing stock will assist in the regeneration of areas, and stimulating economic growth, addressing issues such as fuel poverty, inequality, jobs and skills which directly contributes to the council’s obligations to act in a sustainable way pursuant to the Well-being of Future Generations (Wales) Act 2015.

5. Legal Implications

- 5.1 The Council will ensure that it complies with any terms and conditions attached to this Welsh Government grant funding. Any procurement activities in relation to the projects in this report will follow the Council’s Contract Procedure Rules.

Background Papers – None

Appendices: Appendix 1 - IIA Screening form

Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area: Housing and Public Health

Directorate: Place

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other

(b) Please name and fully describe initiative here:

The Council has applied for grant funding from the Welsh Government to support the cost of energy efficiency measures for Council housing in line with the Welsh Government's affordable warmth and decarbonisation agenda. The grant funding will support improvement schemes as set out and agreed by full Council in March 2022. The energy measures include solar panel and battery storage, insulation measures and monitoring equipment. The grant is for financial year 2022/23.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

| | High Impact | | Medium Impact | | Low Impact | | Needs further Investigation | No Impact |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|-----------------------------|--------------------------|
| | + | - | + | - | + | - | | |
| Children/young people (0-18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Older people (50+) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Any other age group | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Future Generations (yet to be born) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Disability | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Race (including refugees) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Asylum seekers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gypsies & travellers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Religion or (non-)belief | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sex | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sexual Orientation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gender reassignment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Welsh Language | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Poverty/social exclusion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Carers (inc. young carers) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Community cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Marriage & civil partnership | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Human Rights | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q3 What involvement has taken place/will you undertake e.g. engagement / consultation / co-productive approaches?

Please provide details below – either of your activities or your reasons for not undertaking involvement

Consultation will be carried out to all householders those schemes benefiting from the grant via the Council's Major Works Agreement, and any individual needs will be accounted for as part of the scheme. Staff will also advise on the Welsh Government's affordable warmth and decarbonisation agenda and where required provide specific advice. Statutory Consultation via the Planning Process will be carried out for any schemes requiring planning consent.

The Housing Service has ongoing working practices with other service areas within the Council and will be working closely with these to develop, design and deliver the energy efficiency measures.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

a) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?

Yes No

b) Does the initiative consider maximising contribution to each of the seven national well-being goals?

Yes No

c) Does the initiative apply each of the five ways of working?

Yes No

d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?

Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes No If yes, please provide details below

The programming, preparation, design and delivery of major repair schemes to existing council properties and which are being supported by the ORP grant will have an impact on the following Council services: Building Services, Procurement, Legal, Finance, Building Control, Social Services and Planning will all be involved in the schemes.

Q7 Will this initiative result in any changes needed to the external or internal website?

Yes No If yes, please provide details below

The Council website holds public information on both refurbishment projects. Public information is available on refurbishment schemes. The website will be update with advice on affordable warmth and decarbonisation of Council homes.

Q8 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

Outcome of Screening

The use of grant support from Welsh Government for the purposes of insulating homes and applying renewable energy systems as set out in the report to Council will result in improved housing standards for residents in Swansea by making homes more efficient and reducing the cost burden for tenants to heat and run their homes, to create a healthy well ventilated environment and reduce carbon emission. The programmes are supported by the Beyond Bricks and Mortar Team with many contracts providing training and employment opportunities to those who are long term unemployed or hard to reach. The Beyond Bricks and Mortar team work with agencies who target those who may otherwise experience economic inactivity. Overall the programme will secure social housing provision for future generations.

Q9 Please describe the outcome of your screening using the headings below:

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage.
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

An IIA Screening Form has been completed and a full IIA report is not required. Reaching and maintaining the Welsh Housing Quality Standard for the Council's housing and building and acquiring additional properties for the purposes of increasing the supply of social housing in Swansea is an example of the 5 Ways of Working promoted by the Wellbeing of Future Generations (Wales) Act 2015 and will contribute towards the 7 well-being goals. The planned programme of repairs and More Homes activities set out in this report is about securing sufficient social housing for the long term and will benefit future generations. Reaching and maintaining the standard and increasing the supply has reduced carbon emissions, increased efficiency and supported employment and the local economy. Future investment will be subject to consultation with those individuals affected via the Council's Major Works Agreement and all schemes needing planning consent will be subject to normal planning procedures and the council's IIA process. Any individual requirement will be taken into account during the scheme liaison process. Improving the thermal efficiency, creating healthy environment within the home and reducing carbon emissions from existing council housing will secure social housing for the long term, making local areas healthier and more efficient places to live.

(NB: This summary paragraph should be used in the '**Integrated Assessment Implications**' section of corporate report)

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

NB: Please email this completed form to the Access to Services Team for agreement before obtaining approval from your Head of Service. Head of Service approval is only required via email.

| |
|--|
| Screening completed by: |
| Name: David Bratley |
| Job title: Housing Asset Manager |
| Date: 9th May 2023 |
| Approval by Head of Service: |
| Name: Carol Morgan |
| Position: Interim Head of Housing and Public Protection |
| Date: |

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Agenda Item 9.



Report of the Cabinet Member for Environment & Infrastructure and Cabinet Member for Service Transformation

Cabinet – 15 June 2023

Financial Procedure Rule 7 – Local Transport Fund, Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund Grants 2023/24

| | |
|---------------------------|--|
| Purpose: | <p>To approve the funding applications for Local Transport Fund (LTF), Ultra Low Emission Vehicle Transformation Fund (ULEVTF) and Active Travel Fund (ATF), and seek delegated approval upon receipt of grant award letter to Director and Cabinet Member for expenditure on the associated projects in 2023/24.</p> <p>To comply with Financial Procedure Rule No. 7 (Capital Programming and Appraisals): to commit and authorise schemes in the Capital Programme.</p> |
| Policy Framework: | Joint Transport Plan for South West Wales (2015 – 2020) |
| Consultation: | Access to Services, Finance, Legal. |
| Recommendation(s): | <p>It is recommended that Cabinet:</p> <ol style="list-style-type: none">1) Approves the grant funding applications and delegates authority to the Director of Finance in conjunction with the Cabinet Member for Environment and Infrastructure, the Cabinet Member for Service Transformation and the Director of Place to accept any grant funding awarded for the LTF, ULEVTF (Electric Vehicle Charging Infrastructure) and ATF schemes.2) That the approved schemes are added to the Council's capital programme in line with FPR7. |
| Report Author: | Chloe Lewis |
| Finance Officer: | Ben Smith |
| Legal Officer: | Debbie Smith |

1.0 Introduction / Background

- 1.1 Funding bids for the Local Transport Fund (LTF), Ultra Low Emission Vehicle Transformation Fund (Electric Vehicle Charging Infrastructure) and Active Travel Fund (ATF) were originally submitted to the Welsh Government on 1st February and 7th February 2023, respectively, in accordance with guidance from the Welsh Government.
- 1.2 No indicative funding allocation has been made available by Welsh Government for the Local Transport Fund and Ultra Low Emission Vehicle Transformation Fund (Electric Vehicle Charging Infrastructure). Guidance states there is an allocation of £60 million for the Active Travel Fund for FY2023/24. The guidance provides a further breakdown of the ATF funding, advising of the pre-defined allocations to each local authority under its 'core allocation' for 2023/24, totalling £15million. Swansea has been allocated £1.11m of core funding for 2023/24.
- 1.3 The funding is available to all Welsh Local Authorities. The Welsh Government elected not to set a maximum value for each scheme, but rather elected to set banded scoring criteria, with higher values attracting a lower point allocation. Whilst match funding is not a requirement of the funding bids, schemes offering match funding would attract higher scoring, thus increasing the likelihood of receiving an allocation for a scheme offering match funding.
- 1.4 This report seeks the retrospective approval of Cabinet for the submission of the LTF, Electric Vehicle Charging Infrastructure and ATF 2023/24 grant applications, and seeks delegated approval be assigned to Cabinet Member and Director for the LTF, Electric Vehicle Charging Infrastructure and ATF schemes, so that they, together with their financial implications are approved, upon receipt of grant award letter.
- 1.5 It was not possible to seek approval from Cabinet prior to the submission of the bids because of the limited time granted by the Welsh Government between the invitation and the actual submission date. Approval from the Cabinet Member for Environment and Infrastructure, and Cabinet Member for Service Transformation was however sought and granted prior to the drafting and submission of the bids.

2.0 Submitted Bids

- 2.1. In February 2023, the City & County of Swansea submitted ten bids totalling £12,857,000 for 2023-24 and is now awaiting a formal announcement from the Welsh Government as to which of the schemes will be awarded funding in whole or part. The schemes and their bid amounts are shown in the table below:

Table One – Summary of Bids for LTF, Electric Vehicle Charging Infrastructure and ATF 2023/24

| Scheme | Total LTF/ Electric Charging Infrastructure / ATF | Match Funding | Total Project Costs |
|--|--|--------------------------|------------------------------------|
| LTF – 01 – Swansea Bay & West Wales Metro | £4,185,000 | £0 | £4,185,000 |
| LTF – 02 – Northern City Link Sustainable Transport Corridor | £400,000 | £0 | £400,000 |
| LTF – 03 – Swansea Valley Bus Corridor | £350,000 | £0 | £350,000 |
| LTF – 04 – Sustainable Transport Improvements | £550,000 | £0 | £550,000 |
| ULEVTF – 01 – Electric Vehicle Charging Infrastructure – Phase 2 | £675,000 | £0 | £675,000 |
| ATF – 01 – Swansea Northern Strategic Route | £2,579,000 | £0 | £2,579,000 |
| ATF – 02 – Swansea Valley Links | £1,278,000 | £0 | £1,278,000 |
| ATF – 04 – West Swansea Links | £1,285,500 | £0 | £1,285,500 |
| ATF – 05 – Kingsbridge to Grovesend Improvements | £445,000 | £0 | £445,000 |
| ATF – 05 – Core Allocation | £1,110,000 | £0 | £1,110,000 |
| Total | £12,857,500 | £0 | £12,857,500 |

3.0 Details of Schemes – LTF

3.1 The projects included in the bids for Local Transport Fund 2023/24 are summarised below.

3.2 **Swansea Bay & West Wales Metro** – This project will continue the development work for the Swansea Bay and West Wales Metro (SBWW) which commenced in 2017/18. This is a partnership project, developed collaboratively by the four South West Wales local authorities - Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire - working alongside Welsh Government, Transport for Wales, and the Swansea Bay City Region and taking account of the work of the evolving South-West Wales Corporate Joint Committee. The overarching vision for the Swansea Bay & West Wales Metro is to create a modern, sustainable, and integrated

transport network - including rail, bus and active travel (walking and cycling) - that will enable everyone access to reliable, convenient and affordable travel, and support growth across region.

3.3 This project has received consistent funding from LTF since 2017/18, which has enabled development work on the Swansea Bay & West Wales Metro. The continuation of the project in 2023/24 will further develop and substantiate the Metro to determine its feasibility, phasing and cost-benefit measures. It is also envisaged that some early deliverables will be provided in the areas of bus prioritisation and Real Time Passenger Information (RTPI). Where appropriate, project work streams will be undertaken in accordance with WelTAG (Welsh Transport Appraisal Guidance), as advised and required by WG.

3.4 The £4,185,000 bid proposes to fund the delivery of the following elements:

- Real Time Passenger Information (RTPI)
- Roll out of Bus Priority Signals
- Transport Modelling
- Ultra Low Emission Vehicle Strategy Development
- Active Travel Development
- Metro Communications Strategy
- Programme and Project Management and Accessibility Analysis

3.5 **Northern City Link Sustainable Transport Corridor** - The Northern City Link Sustainable Transport Corridor is defined as the corridor from the north of Cadle (A483, Pontarddulais Road/Pentregethin Rd junction), running along the entire length of Carmarthen Road, through Dyfatty Interchange and continuing along High Street, terminating on High Street at its junction with Welcome Lane. This corridor has been identified as a key strategic route that requires improvements to reduce public transport journey delay, increase public transport prioritisation, introduce active travel infrastructure, and provide a realigned junction at Dyfatty to facilitate the integration of transport modes along this important corridor. This proposal will seek to establish a suite of improvements along a key strategic corridor, for journeys originating from the north of Swansea. It builds on work undertaken on the corridor as a whole since 2010, on Dyfatty Interchange in particular in 2016 and most recently in 2021/22 and incorporates progression on the High Street and Carmarthen Road elements.

3.6 This scheme was subject to review by the Welsh Government's Roads Review Panel between 2021 and 2023, with the outcome recently published in a Welsh Government report, 'The Future of Road Investment in Wales'. The project will only be able to move forward in 2023/24 by reviewing and revising the scheme to take account of the recommendations of the report, and to measure whether the scheme can meet the four purposes and four conditions set out by Welsh Government in their appraisal of road investment schemes in the future.

- 3.7 A bid for £400,000 for 2023/24 has been submitted to take forward this project along its entire length from Carmarthen Road, through Dyfatty and on to High Street.
- 3.8 It is proposed that funding from the Local Transport Fund will be used to undertake a WelTAG Stage 1 appraisal and report to present a long list of proposed transport interventions along the corridor, whilst reviewing the conclusions of the Roads Review Panel to take account of any new or amended indicators that will be used to measure the validity of pursuing the scheme in future years.
- 3.9 **Swansea Valley Bus Pilot** - The Swansea Valley Bus Corridor is one of several pilot projects initiated by Transport for Wales as a means to test, trial and demonstrate improvements to bus provision which can then be expanded and replicated on other similar transport corridors over the coming years.
- 3.10 The £350,000 bid proposes to fund the continued development of the following elements:
- 3.11 *Public Transport Hubs* – will provide a focus for community access to a range of local and inter-urban transport services, enabling the wider connectivity ambitions of the Swansea Bay and West Wales Metro. The facilities will offer seamless interchange, with reliable up to date information and high-quality passenger waiting facilities.
- 3.12 During 2020/21 and 2021/22, option appraisal and feasibility were undertaken for hubs at Morrision and Mumbles. Delivery options for the two selected sites have been explored, through further stakeholder engagement, along with options development, initial design and feasibility work. In 2022/23, further analysis of earlier commissions has aided in the preparation of the scope of the next phase of development for both Mumbles and Morrision, and the proposed solution at both locations will continue in development and consultation in 2023/24, subject to funding.
- 3.13 Whilst much has been done in recent years to improve bus shelter and information screens on key corridors, the proposals contained in this scheme are designed to target areas that do not currently have a dedicated public transport hub within their community but are within densely populated areas and of geographically strategic importance for interchange. This work will focus on design options for hubs, information provision and customer experience.
- 3.14 Swansea Council has been working with TfW and First Cymru on this pilot project to establish improvements to bus corridors across Swansea, with transport hubs being a key element of this. Swansea Council intends to build upon this work by undertaking more detailed investigations into how best to deliver the proposed interventions and the form these should take at two specific transport points of interchange on the Swansea Valley corridor.

- 3.15 Further interchanges may be identified as part of the ongoing commission (as a reflection of the areas of greatest demand), and a broad suite of improvements will be proposed for primary and secondary hubs on the network. This is linked to the complementary programmes of Swansea Council for transport hubs, along with the Regional and National workstreams to develop standards for transport hubs, linked to the development of the Swansea Bay and West Wales Metro.
- 3.16 *Bus Corridor Infrastructure Assessment and Improvements* - will include a wider package of passenger waiting facility improvements along the corridor, complementing a package of improvements of this nature undertaken as part of the scheme in 2022/23 along the northern section of the corridor.
- 3.17 In 2022/23 initial work has been undertaken to consider improvements to the bus corridor; accessibility enhancements have been identified at Swansea University Singleton Campus, and a package of infrastructure improvements to passenger waiting facilities along the northern section of the bus corridor, namely between Clydach and Morriston. The recommendation, leading to this bid, is for the higher level of intervention. This will enable buses to complete the journey along the route as efficiently and reliably as possible. It includes a range of bus priority, telematics and localised pinch point interventions, as well as improvements to bus stops, designed to improve the attractiveness of services for users.
- 3.18 **Sustainable Transport Improvements** – A funding bid for £550,000 has been submitted to take forward a number of key improvements to support sustainable transport in Swansea. This project will seek to progress a number of sustainable transport improvements across key corridors in the City and County of Swansea.
- 3.19 This project can be broken down into six key schemes, outlined below:
- Pontarddulais Public Transport Interchange
 - Gowerton Public Transport Interchange
 - Landore Park & Ride Alternative Provision
 - Swansea Enterprise Park Bus Corridor
 - Transport Hub Cycle Parking
 - Park & Share Improvements
- 3.20 *Pontarddulais and Gowerton Public Transport Interchanges* - these projects will develop plans to improve two key public transport interchanges, to enable and sustain future growth and to facilitate transition of journeys from private car to public transport, linking into the developing Swansea Bay & West Wales Metro.
- 3.21 *Landore Park & Ride Alternative Provision* – the development of an attractive and effective new park and ride site serving the north of Swansea is proposed to replace the current site at Landore which is within the Copperworks Regeneration Area. This project will build on the work undertaken in 2021/22 and 2022/23 which, based on an initial longlist, has

identified two potential sites for the Park and Ride. The new site will target vehicles exiting the M4 from J45 (Ynysforgan) and provide opportunities for integration with local bus services. This is based on the previous work which identified all potential sites as commercially sustainable and situated in a convenient location to encourage multi-modal journeys into the City Centre.

- 3.22 *Swansea Enterprise Park Bus Corridor* - this project will be linked to the Landore Park and Ride Alternative Provision project, as both will be required to establish a full business case for the preferred site and importantly how it links with the highway network in providing quick and convenient transit for user to the city centre. The project will identify a preferred alignment for bus priority and improvement measures, seeking to reduce public transport journey time and increase reliability of bus services through the Enterprise Park.
- 3.23 *Transport Hub Cycle Parking* - this project seeks to improve and introduce a secure cycle parking system at key transport hubs. Swansea Council has worked to improve secure cycle parking in the city centre and park and ride site in recent years. It is proposed that this project would expand the provision to transport hubs outside of the city centre.
- 3.24 *Park & Share Improvements* – this scheme proposes to improve signage and accessibility to the park and share site adjacent to J46 of the M4. The scheme also proposes to improve the surface of the car park.

4.0 Details of Schemes – Ultra Low Emission Vehicle Transformation Fund (Electric Vehicle Charging Infrastructure)

- 4.1 **Electric Vehicle Charging Infrastructure – Phase 2 (£675,000)** – The establishment of publicly available chargepoints within the City and County of Swansea is vital in ensuring that Electric Vehicle (EV) charging provision is available and reliable to enable those who live, work, visit and travel through the area to have the confidence to purchase and use an EV knowing that a supporting network is in place to facilitate everyday journeys.
- 4.2 The first phase of investment in 2019/20 and 2020/21 delivered chargepoints in 26 council owned car parks, establishing an initial strategic network to support the uptake of electric vehicles across Swansea, all providing 100% renewable electricity. It is proposed that a second phase now commence to install additional chargepoints in several on-street, destination and hub locations, to continue the development and availability of chargepoints across the City and County of Swansea.
- 4.3 The location of each proposed EV chargepoint car park has been categorised according to its function and location, comprising of:

- **On-Street:** The locations in this category are of strategic importance in offering EV charging to a large number of multi-use users in on-street locations located in the heart of community areas, adjacent to local services and shops.
- **Destination:** The car parks covered by this location type are important trip attractors and tourist destinations and will provide charging infrastructure in areas where very limited or no other charging provision is located for both tourist use and wider local use.
- **Hub:** Car parks in this location offer access to a broad range of nearby facilities, and rapid charging hubs are of significant importance in supporting the economy of the City Centre and multi-user vehicles.

4.4 The proposed sites for the placement of EV charging infrastructure in this phase are listed below:

- **On-Street Charging**
 - Uplands
 - Sketty
 - Killay
 - Quarry Street
- **Destination Charging**
 - Penlan Leisure Centre
 - Penyrheol Leisure Centre
 - Morriston Leisure Centre
 - Bishopston Leisure Centre
 - Cefn Hengoed Leisure Centre
 - Singleton Boating Lake
 - Pennard Library
 - Brynhyfryd Square
 - Llansamlet Station
 - Recreation Ground (Bay Marking Only)
 - Port Eynon (Bay Marking Only)
- **Hub Charging**
 - Oxford Street, Swansea – this proposed scheme would involve the placement of a 4-bay rapid charging hub, which would serve to offer rapid charging (>50kW-150Kw) to a variety of different users.

4.5 Revenue funding is also due to be made available in 2023/24 to help support a resource for project management, promotion, engagement, and public awareness strands. This is to ensure that a comprehensive package of works and support in improving public confidence and understanding of EVs is met, so that further adoption of ultra-low emission vehicles, whether that be for private use, or for use by taxis and private hire vehicles, is achieved.

5.0 Details of Schemes – ATF

- 5.1 The Active Travel (Wales) Act (2013) seeks to improve the uptake of walking and cycling for utility journeys across Wales. The Welsh Government has therefore indicated that approximately £60million will be available across Wales in 2023/24 to support the development and delivery of active travel schemes.
- 5.2 The projects included in the bids for Active Travel Funding 2023/24 are summarised in five packages below.
- 5.3 **Swansea Northern Strategic Route** - This bid for £2,579,000 will ultimately deliver connectivity between communities across the north of Swansea, providing active travel infrastructure for communities that do not currently benefit from linkages to the existing network. The three schemes included in this package comprise of:
- 5.4 *Pontarddulais Connect* – This scheme will complete the north-south link which will connect the town of Pontarddulais with the existing off-road active travel network, and facilitate journeys to and from Carmarthenshire, which borders Pontarddulais. The development of a northern spur of the Swansea Northern Strategic Route, ensures that a route across the north of Swansea connects with NCN4, but also offers northern connectivity for journeys to and from both Pontarddulais and Carmarthenshire. The route has been named ‘Pontarddulais Connect’, as this scheme will deliver the final sections required to ‘connect’ Pontarddulais to the Swansea Northern Strategic Route.
- 5.5 The proposals combine two previous development schemes ‘Public Transport Link’ and ‘Residential Link’ schemes in Pontarddulais to deliver an integrated package of walking and cycling links. The routes will connect key residential areas of Pontarddulais with three schools, Pontarddulais train station, leisure facilities, retail outlets and south via the recently delivered ‘Pontarddulais Active Travel Link’ which leads south via Grovesend and Gorseinon to become the northern spur of the Swansea Northern Strategic Route.
- 5.6 Phase 1 (2023/24) - The ‘Public Transport Link’ element of the scheme will provide an off-road, traffic free shared use path measuring 1.1 km between Tidal Reach and B4296 Pentre Road. This will be split across two-years, with the first year focusing on the construction of the Coed Bach Park section. The ‘Residential Links’ element of the scheme is a package of works offering complementary localised feeder links from the residential areas of Pontarddulais to the strategic link outlined above.
- 5.7 *DVLA to Morriston Hospital Phase 1* - The scheme proposes the construction of a 1.7km off-road shared use path phased over two years, between existing routes on Clasemont Road at the south of the route, and Heol Maes Eglwys at the north. Sitting at the centre of the Swansea Northern Strategic Route, the construction of this section will address a

missing link in the strategic network, whilst also offering significant benefit to local journeys to Morriston Hospital, and the DVLA.

- 5.8 Phase 1 (2023/24) - will construct the 1.1km northern section of the route, from Heol Maes Eglwys to the mid-point of the scheme, which will join Pant Lasua Road. A mid-point access has been added to the scheme to enable the first phase of works to be opened to the public and to offer benefit to users, whilst construction of Phase 2 is awaited. The access on Pant Lasua Road, will remain once all phases are complete.
- 5.9 *Loughor to Gowerton* - This scheme will provide a missing link in the active travel network between Loughor and Gowerton through the introduction of a shared use path along a route which currently has no provision for pedestrians. Whilst advisory cycle lanes currently feature along this section of NCN4, there is much improvement needed to facilitate dedicated infrastructure for both walking and cycling, to facilitate a greater number of active travel journeys, and introduce safe infrastructure for both cyclists and pedestrians.
- 5.10 Phase 1 (2023/24) - will construct the southern section, which will commence from Ffordd Beck, adjacent to Gowerton Primary School. The proposed alignment will pass the school playing fields, with the route joining Pont Y Cob Road and continuing south to Island Bridge.
- 5.11 **Swansea Valley Links** – This bid for £1,278,000 seeks to further develop and extend the active travel links serving the densely populated Swansea Valley.
- 5.12 *Claesmont Road to Morrison Link* - This 1.8km route will provide a key connection and joining point for the community of Morriston, to integrate journeys on to the wider strategic active travel network. The construction of a 3m-wide shared use path on Clasemont Road, will join directly with a shorter section completed in 2021/22 on Clasemont Road which joined the A48 shared use path to the DVLA building. The scheme will pick up at the end of that scheme, providing continuity of route through the community to the east, and joining at the eastern end with the recently constructed Morriston South Link. The 1.8km route proposed offers connectivity to both the east and west, however it also offers a dedicated route within the local community linking through the centre of Morriston.
- 5.13 *Morriston North Walking Link* - This route seeks to deliver a new walking route to benefit the eastern fringe of Morriston to link it to NCN43. The scheme will address the current lack of connectivity for residents within the Riverside Holiday Park who currently have no active travel routes linking from the predominantly residential site.
- 5.14 The improvement would deliver a 700m section of new route adjacent to the River Tawe, connecting with existing off-road provision to the south. This would also improve connectivity to and from M4 Junction 45, and the adjoining community of Cwmrhydyceirw. Whilst every effort has been

made to establish a route suitable for both walking and cycling, it is ultimately only feasible to deliver a walking route along this 700m section, due to the narrow margin available adjacent to a significant flood defence area of the River Tawe.

- 5.15 **West Swansea Links** - Existing active travel provision to the west of Swansea is largely limited to the coastal routes and NCN4, with limited routes into surrounding residential areas, providing links to schools or other key residential areas and services. This was partially addressed in 2021/22 with the construction of a new link from the Promenade extending along the B4436 Mayals Road providing a link to the promenade. This £1,285,500 package of schemes seeks to improve this further by extending provision westward to provide a route across Clyne Common and improving on the existing provision along the promenade.
- 5.16 *Clyne Common* - This scheme seeks to extend the active travel provision between Swansea's foreshore route to South Gower, along the B4436 Mayals Road west to Bishopston. A key aim of the scheme is to provide an active travel route to the village of Bishopston and Bishopston Comprehensive School connecting the area to the wider active travel network.
- 5.17 This scheme commenced construction in 2022/23, with further funding required in 2023/24 to complete the route. The scheme proposes to deliver a continuous 3m-wide off-road shared-use route for pedestrians, cyclists and equestrians connecting Mayals Road with Bishopston along the route of the B4436 over Clyne Common. The proposal will connect with the newly constructed Mayals Road link crossing A4067 Mumbles Road and connecting with provision along the foreshore. It will also provide onward connection to NCN4 via the foreshore. The total scheme length is 2.4km.
- 5.18 *Mumbles Foreshore Widening* - The authority is currently developing a project in conjunction with the Welsh Government's Coastal Risk Management programme to introduce new infrastructure to safeguard the Mumbles community from coastal flooding. This work will primarily involve the introduction of a new parapet / wall along the seaward edge of the foreshore. This bid covers a 200m section of route between the new Oyster Wharf development southwards towards the tennis courts, contributing to active travel improvements to be made as part of the scheme.
- 5.19 The scheme passes in front of the recent Oyster Wharf development comprising of a number of restaurants, retail stores and a spa/gym which has increased employment and services in the area but adding to demand on the existing provision. The scheme will also improve connectivity and permeability for residents living along the foreshore allowing ease of access to the wider network via NCN4, enabling onward travel both north and east of Mumbles and promoting sustainable active travel.

- 5.20 **Kingsbridge to Grovesend Improvements** – This bid for £445,000 will focus on improving the existing Kingsbridge to Grovesend route which links through the Gorseinon area. The proposed improvements to this section of route will continue to provide an off-road, shared use path that will conform with Active Travel Design Standards. This will greatly enhance the infrastructure at this point on the network, offering continuity of provision and route quality where it connects with newly constructed shared use paths to the north, east and south of the route.
- 5.21 The shared use path, measuring 3.4km, will be widened to 3m width and the surface upgraded. This will provide a surface suitable for active travel, improving user experience.
- 5.22 **Core Allocation** – The Welsh Government awards an automatic ‘core allocation’ to each local authority in Wales as part of their Active Travel Fund. Swansea Council is due to receive a core allocation of £1,110,000 in 2023/24 which will enable the authority to support development, feasibility and design for future active travel schemes, alongside minor works schemes. The below briefly details the schemes submitted for funding from this core allocation for 2023/24.
- 5.23 *Walter Road and Sketty Road (Development Only)* - This scheme proposes to deliver dedicated cycle provision and walking improvements along Walter Road and Sketty Road, which serve the popular Uplands area and are major routes into the City Centre. This scheme has the potential to unlock a significant volume of active travel journeys along its 2km length into the City Centre and enable further links from a number of densely populated communities surrounding this route.
- 5.24 *Blackpill Active Travel Improvements (Development Only)* - This scheme seeks to improve an important crossing point on National Cycle Network Route 4 where the path from Pontarddulais, Gorseinon, Gowerton and Dunvant meets the popular Swansea foreshore which connects the city centre with Mumbles and the Gower. This high-volume route is currently severed by the busy Mumbles Road where active travel users are required to cross a heavily trafficked dual-carriageway via an at-grade crossing point. This scheme will develop a single preferred option for active travel and placemaking improvements in this key location.
- 5.25 *Penllergaer Woods to Tircoed (Development Only)* - This scheme will provide a missing link to allow the completion of the new Penllergaer to Fforestfach route to Tircoed. This will provide access to various employment and retail facilities, further South, to those communities living in Tircoed that are currently isolated from access to the Penllergaer Valley Woods and beyond by the M4 motorway. In addition, access to the new active travel connections east and west along the A48 will greatly increase opportunities for active travel journeys to and from Tircoed.

- 5.26 *Fabian Way Innovation Corridor (Development Only)* - A range of sustainable transport improvements are proposed to enable significant developments in the Fabian Way area to take place without increasing congestion or decreasing air quality along this busy corridor. This scheme aims to ensure active travel infrastructure is embedded throughout this area to support future developments and to provide improved links between the city centre and Swansea University Bay Campus.
- 5.27 *Tawe Riverside Corridor (Development Only)* – This proposal aims to complete active travel provision along the west bank of the Tawe River, connecting the large commercial area around the Swansea.com Stadium and Morfa retail park with the city centre. This off-road riverside provision will provide an attractive active travel option for people travelling between these two significant employment hubs and will provide quality capacity for the developing Copper Quarter and Landore sites.
- 5.28 *Penclawdd to Gowerton (Development Only)* – This scheme will seek to complete a missing link in active travel provision between the communities of Penclawdd and Gowerton along the B4295. This scheme seeks to provide a coherent and improved active travel route between these localities and link Penclawdd to the wider active travel network in Swansea via National Cycle Network Route 4. It will also complement the proposed Loughor to Gowerton active travel route.
- 5.29 *Newton to Mumbles Link (Development Only)* – This scheme aims to improve walking and cycling provision for people living in and visiting Mumbles, by delivering a route which leads from the densely populated Newton area through Mumbles to the popular foreshore shared use path. The route will provide access to leisure facilities and the retail centre of Mumbles and enable the people in this community to better access the existing active travel network.
- 5.30 *Eaton Road Improvements (Development Only)* - This scheme aims to develop proposals to replace over 0.5km of advisory cycle lanes with improved active travel infrastructure along this busy corridor. The scheme will link with existing active travel routes to the north and south of Eaton Road.
- 5.31 *Signage / Wayfinding* – The provision and replacement of signage and path markings on the existing active travel network, encouraging considerate and safe behaviour for shared use path users and providing improved wayfinding and awareness of routes at strategic locations. This package will also further existing work to introduce an interactive map of cycle parking and related facilities which will help promote the network and encourage active travel journeys.
- 5.32 *Cycle Parking Development* – This scheme aims to develop different cycle parking options around Swansea, providing secure, convenient, and reliable infrastructure for people making active travel journeys in Swansea. This scheme will investigate feasibility of residential parking, a

larger hub in the city centre, and complementary infrastructure such as cycle repair stands.

- 5.33 *Active Travel Access Improvements* - A package of works to deliver access improvements across the active travel network in Swansea, addressing a range of issues with access controls, barriers and crossing points from a list co-produced with active travel users and stakeholders.
- 5.34 *Active Travel Development, Schools, Training and Promotion* - costs associated with activities linked to the promotion of funded projects such as the development and production of promotional materials (e.g. copies of the local active travel network map), and the planning and co-ordination of events which promote recently completed routes and encourage their use, including cycle training and bicycle repair sessions for residents, community groups or large employers. Expanding upon the school engagement undertaken as part of the Active Travel Network Map (ATNM) consultation, this work will also focus on engagement with school children to broaden the opportunity to share information on active travel opportunities for schools, and to capture local knowledge and feedback on future routes and barriers to travel in proximity to schools.
- 5.35 *Cycle Hire Strategy Development* - This work will focus on establishing the business case for the implementation of a cycle hire scheme in Swansea, seeking to work with Swansea University Santander cycle hire scheme, to enable a smooth transition to a wider scheme, capturing both the current locations, whilst also expanding geographically to provide cycle hire opportunity to the wider population in and around Swansea.

6.0 Integrated Assessment Implications

- 6.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Deliver better outcomes for those people who experience socio-economic disadvantage.
 - Consider opportunities for people to use the Welsh language.
 - Treat the Welsh language no less favourably than English.
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 6.2 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development.

Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

- 6.3 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 6.4 These transport infrastructure schemes will serve to improve public amenity, connectivity and access for all, particularly for people with disabilities, and will be the subject of consultation as appropriate.
- 6.5 Close consultation with local disability and access groups will be undertaken to ensure accessibility for all. For some schemes proposed to be delivered, this process has already taken place, alongside engagement with a range of other stakeholders and the public. For schemes which are proposed to be developed, this will be undertaken if they are approved by Welsh Government, and individual projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right.
- 6.6 The Well-being of Future Generations Act (Wales) 2015 has been considered in the development of these schemes. These initiatives that support our Corporate Plan's Well-being Objectives will contribute towards the seven national wellbeing goals, applying the five ways of working and meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 6.7 These schemes will be highly visible to the public and are considered to pose a medium risk to the Council. The cumulative impact of these schemes should be a positive one for people living along or near the proposed schemes. They will improve public transport and active travel for communities and make more sustainable forms of travel more attractive, safe, and accessible.

7.0 Financial Implications

- 7.1 The schemes described in this report, rely upon the Local Transport Fund, Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund to provide 100% grant funding to secure their delivery.
- 7.2 The table below details the amounts bid for against the various schemes. It should be noted that confirmation of the grant award is yet to be received, although there is reasonable assurance that a grant would be received as this is in keeping with the annual routine and timeline. Confirmation of the grant is expected within 2023/24 financial year. In the interim the schemes will be funded by unsupported borrowing. This

enables the schemes to progress whilst waiting for the grant award confirmation.

Table Two – Financial Summary of LTF, Electric Vehicle Charging Infrastructure & ATF Bids 2023/24

| Scheme | Total LTF/ Electric Vehicle Charging Infrastructure / ATF (£k) | Match Funding (£k) | Total Project Costs (£k) |
|--|---|-----------------------------------|---|
| LTF – 01 – Swansea Bay & West Wales Metro | £4,185,000 | £0 | £4,185,000 |
| LTF – 02 – Northern City Link Sustainable Transport Corridor | £400,000 | £0 | £400,000 |
| LTF – 03 – Swansea Valley Bus Pilot | £350,000 | £0 | £350,000 |
| LTF – 04 – Sustainable Transport Improvements | £550,000 | £0 | £550,000 |
| ULEVTF – 01 – Electric Vehicle Charging Infrastructure – Phase 2 | £675,000 | £0 | £675,000 |
| ATF – 01 – Swansea Northern Strategic Route | £2,579,000 | £0 | £2,579,000 |
| ATF – 02 – Swansea Valley Links | £1,278,000 | £0 | £1,278,000 |
| ATF – 04 – West Swansea Links | £1,285,500 | £0 | £1,285,500 |
| ATF – 05 – Kingsbridge to Grovesend Improvements | £445,000 | £0 | £445,000 |
| ATF – 05 – Core Allocation | £1,110,000 | £0 | £1,110,000 |
| | Total | £0 | £12,857,500 |

7.3 As the total budget (£12.86m) is grant funded, it is expected that the scheme budgets will be adjusted to match the final grant award amount, as there is a possibility that the final grant award amount might differ from what has been bid for. This should protect internal funding resources in the event that the final grant amount varies from the bid amount.

7.4 Any revenue costs (e.g. cost of maintaining active travel routes) arising from capital schemes, must be met by existing internal revenue budgets, with no additional funding available to meet these costs. This places additional pressures on both Highways Maintenance and Cleansing.

8.0 Legal Implications

- 8.1 The Welsh Government's transport capital infrastructure grants will require that all spend is compliant with the Council's Contract Procedure Rules. Applicable spend must also comply with the Public Contracts Regulations 2015.
- 8.2 When delivering transport schemes, compliance will be required with the relevant Highways and Transport Act measure and guidelines. The Active Travel (Wales) Act 2013 puts an obligation on local authorities to provide walking and cycling infrastructure.
- 8.3 It will be necessary to ensure that all terms and conditions attached to external grant funding are complied with and that the Council's Financial Procedure Rules Regarding Grant Applications and Acceptances are followed.
- 8.4 Where the Council wishes to acquire land, the relevant Responsible Officer must instruct the Head of Property Services to negotiate, settle or confirm the terms of such acquisition after taking into account any relevant statutory provisions or guidance and any advice from the Chief Legal Officer. Any acquisitions must comply with the Council's Land Transaction Procedure Rules and generally the terms of any acquisition must be in accordance with the market value of the interest to be acquired and be approved in writing by the Head of Property Services.
- 8.5 Section 120(1) of the Local Government Act 1972 authorises Local Authorities to acquire any land for their functions, and for the 'benefit, improvement or development of their area'. The Council has to consider the Well-Being of Future Generations (Wales) Act 2015, the 7 well-being goals and how the scheme may improve the social, economic, environmental and cultural well-being of Wales.
- 8.6 Land agreements whether by purchase or lease should be in place prior to the commencement of scheme construction and delivery.
- 8.7 Planning Consent may be required for the following schemes:
- LTF – Northern City Link Sustainable Transport Corridor: Planning permission may be required, at a later stage, for this scheme.
 - Electric Vehicle Charging Infrastructure: The installation, alteration or replacement of outlets and upstands for recharging electric vehicles within an area lawfully used for off-street parking is permitted development under the General Permitted Development Order Regulations 1995 (as amended). For the proposed on-street chargepoint locations, where this falls outside of permitted development, planning consent may be required.

- ATF scheme development and delivery may require land purchase and planning consent where the works fall outside of the permitted development rights and Council land ownership. ATF schemes where planning consent is required are listed below:
 - Pontarddulais Connect: Advanced public engagement has taken place to ensure that issues of concern have been raised and considered during the detailed design stage. Planning permission has been secured for the construction of the first phase of delivery in 2023/24. Following further public engagement, planning permission is being submitted in 2023/24 to ensure delivery of Phase 2 of the scheme in 2024-25.
 - Clyne Common: Planning permission not required within extension of adopted highway permitted under development rights within Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995. Proposals would constitute permitted development under Part 13, Class A – Development by Local Highway Authorities – of the Town and Country Planning (General Permitted Development) Order 1995.
 - DVLA to Morriston Hospital: Planning permission is being submitted at the end of this financial year for Phase 1 of works being undertaken in 2023/24.
 - Loughor to Gowerton: A planning application is being prepared for the section of route that is adjacent to the caravan park.
- 8.8 Separate legal advice will need to be sought regarding any contract and procurement issues relevant to the schemes.
- 8.9 Accepting the grant funding and approving the schemes will enable the Council to comply with its obligations under the Active Travel (Wales) Act 2013.

Background Papers:

Local Transport Fund, Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund Bid Documents.

Appendices:

- Appendix A - LTF Swansea Bay & West Wales Metro Financial Summary
- Appendix B - LTF Northern City Link Sustainable Transport Corridor Financial Summary
- Appendix C - LTF Swansea Valley Bus Corridor Financial Summary
- Appendix D - LTF Sustainable Transport Improvements Financial Summary
- Appendix E – ULEFTV Electric Vehicle Charging Infrastructure – Phase 2 Financial Summary
- Appendix F - ATF Swansea Northern Strategic Route Financial Summary

- Appendix G - ATF Swansea Valley Links Financial Summary
- Appendix H - ATF West Swansea Links Financial Summary
- Appendix I - ATF Kingsbridge to Grovesend Improvements Financial Summary
- Appendix J - ATF Core Allocation Financial Summary
- Appendix K – Ultra Low Emission Vehicle Transformation Fund Summary Map
- Appendix L – Active Travel Fund Main Bid Summary Map
- Appendix M – Active Travel Core Fund Summary Map
- Appendix N – IIA Screening Form

APPENDIX A – SWANSEA BAY & WEST WALES METRO FINANCIAL SUMMARY

Portfolio: PLACE
Service: HIGHWAYS
Scheme: LTF – SWANSEA BAY & WEST WALES METRO

| <u>1. CAPITAL COSTS</u> | 2023/24 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Surveys | 100 | | | | |
| Design | 665 | | | | |
| Construction | 3,250 | | | | 4,185 |
| Project Management | 120 | | | | |
| Support | 50 | | | | |
| EXPENDITURE | 4,185 | | | | |
| <u>Financing</u> | | | | | |
| LTF grant | 4,185 | | | | 4,185 |
| FINANCING | 4,185 | | | | 4,185 |

| <u>2. REVENUE COSTS</u> | 2023/24 £'000 | | | | FULL YEAR £'000 |
|---|---------------------------------|----------|----------|----------|--------------------------------|
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | To be met from existing budgets | | | | 0 |
| Equipment | | | | | 0 |
| Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

APPENDIX B – NORTHERN CITY LINK SUSTAINABLE TRANSPORT CORRIDOR SUMMARY

Portfolio: PLACE
 Service: HIGHWAYS
 LTF - NORTHERN CITY LINK SUSTAINABLE
 Scheme: TRANSPORT CORRIDOR

| <u>1. CAPITAL COSTS</u> | 2023/24 | | | | TOTAL |
|--------------------------------|----------------|--|--|--|--------------|
| | £'000 | | | | £'000 |
| <u>Expenditure</u> | | | | | |
| Surveys | 35 | | | | |
| Design | 280 | | | | |
| Project Management | 65 | | | | |
| Support | 20 | | | | |
| | 400 | | | | 400 |
| EXPENDITURE | | | | | |
| <u>Financing</u> | | | | | |
| LTF grant | 400 | | | | 400 |
| FINANCING | 400 | | | | 400 |

| <u>2. REVENUE COSTS</u> | 2023/24 | | | | FULL YEAR |
|---|---------------------------------|----------|----------|----------|------------------|
| | £'000 | | | | £'000 |
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | | | | | 0 |
| Equipment | | | | | 0 |
| Administration | | | | | 0 |
| | To be met from existing budgets | | | | |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

APPENDIX C – SWANSEA VALLEY BUS PILOT FINANCIAL SUMMARY

Portfolio: PLACE
 Service: HIGHWAYS
 Scheme: LTF - SWANSEA VALLEY BUS CORRIDOR

| <u>1. CAPITAL COSTS</u> | 2023/24 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Surveys | 35 | | | | |
| Design | 75 | | | | |
| Construction | 150 | | | | |
| Project Management | 55 | | | | |
| Monitoring and Evaluation | 25 | | | | |
| Support | 10 | | | | |
| EXPENDITURE | 350 | | | | 350 |
| <u>Financing</u> | | | | | |
| LTF grant | 350 | | | | 350 |
| FINANCING | 350 | | | | 350 |

| <u>2. REVENUE COSTS</u> | 2023/24 £'000 | | | | FULL YEAR £'000 |
|---|--------------------------|----------|----------|----------|--------------------------------|
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | | | | | 0 |
| Equipment | | | | | 0 |
| Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

APPENDIX D – SUSTAINABLE TRANSPORT IMPROVEMENTS FINANCIAL SUMMARY

Portfolio: PLACE
Service: HIGHWAYS
Scheme: LTF - SUSTAINABLE TRANSPORT IMPROVEMENTS

| <u>1. CAPITAL COSTS</u> | 2023/24 | | | | TOTAL |
|--------------------------------|----------------|--|--|--|--------------|
| | £'000 | | | | £'000 |
| <u>Expenditure</u> | | | | | |
| Surveys | 20 | | | | |
| Design | 155 | | | | |
| Accommodation Works | 15 | | | | |
| Construction | 250 | | | | 550 |
| Project Management | 80 | | | | |
| Monitoring and Evaluation | 15 | | | | |
| Support | 15 | | | | |
| EXPENDITURE | 550 | | | | |
| <u>Financing</u> | | | | | |
| LTF grant | 550 | | | | 550 |
| FINANCING | 550 | | | | 550 |

| <u>2. REVENUE COSTS</u> | 2023/24 | | | | FULL |
|---|----------------|----------|----------|----------|--------------|
| | £'000 | | | | YEAR |
| | | | | | £'000 |
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | | | | | 0 |
| Equipment | | | | | 0 |
| Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

**APPENDIX E – ULTRA LOW EMISSION VEHICLE TRANSFORMATION FUND
– ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

Portfolio: PLACE
Service: HIGHWAYS
ULEFTV – ELECTRIC VEHICLE CHARGING
Scheme: INFRASTRUCTURE – PHASE 2

| <u>1. CAPITAL COSTS</u> | 2023/24 £'000 | | | | TOTAL £'000 |
|--------------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Surveys | 15 | | | | |
| Design | 35 | | | | |
| Construction | 550 | | | | 623 |
| Monitoring and Evaluation Support | 8 15 | | | | |
| EXPENDITURE | 623 | | | | |
| <u>Financing</u> | | | | | |
| ULEFTV grant | 623 | | | | 623 |
| FINANCING | 623 | | | | 623 |

| <u>2. REVENUE COSTS</u> | 2023/24 £'000 | | | | FULL YEAR £'000 |
|---|--------------------------|----------|----------|----------|--------------------------------|
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | 52 | | | | 52 |
| Maintenance Equipment | | | | | |
| NET EXPENDITURE | 52 | 0 | 0 | 0 | 52 |
| <u>Financing</u> | | | | | |
| ULEVTF grant | 52 | | | | 52 |
| FINANCING | 52 | | | | 52 |

APPENDIX F – SWANSEA NORTHERN STRATEGIC ROUTE FINANCIAL SUMMARY

Portfolio: PLACE
Service: HIGHWAYS
Scheme: ATF – SWANSEA NORTHERN STRATEGIC ROUTE

| <u>1. CAPITAL COSTS</u> | 2023/24 | | | | TOTAL |
|--------------------------------|----------------|--|--|--|--------------|
| | £'000 | | | | £'000 |
| <u>Expenditure</u> | | | | | |
| Surveys | 11 | | | | |
| Design | 28 | | | | |
| Land Purchase | 55 | | | | |
| Accommodation Works | 24 | | | | |
| Construction | 2,314 | | | | 2,579 |
| Project Management | 135 | | | | |
| Monitoring and Evaluation | 5 | | | | |
| Support | 7 | | | | |
| EXPENDITURE | 2,579 | | | | |
| <u>Financing</u> | | | | | |
| ATF grant | 2,579 | | | | 2,579 |
| FINANCING | 2,579 | | | | 2,579 |

| <u>2. REVENUE COSTS</u> | 2023/24 | | | | FULL YEAR |
|---|----------------|----------|----------|----------|------------------|
| | £'000 | | | | £'000 |
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | | | | | 0 |
| Equipment | | | | | 0 |
| Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

APPENDIX G – SWANSEA VALLEY LINKS FINANCIAL SUMMARY

Portfolio: PLACE
 Service: HIGHWAYS
 Scheme: ATF – SWANSEA VALLEY LINKS

| <u>1. CAPITAL COSTS</u> | 2023/24 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Design | 14 | | | | |
| Accommodation Work | 25 | | | | |
| Construction | 1,160 | | | | |
| Project Management | 72 | | | | |
| Monitoring and Evaluation | 3 | | | | |
| Support | 4 | | | | |
| EXPENDITURE | 1,278 | | | | 1,278 |
| <u>Financing</u> | | | | | |
| ATF grant | 1,278 | | | | 1,278 |
| FINANCING | 1,278 | | | | 1,278 |

| <u>2. REVENUE COSTS</u> | 2023/24 £'000 | | | | FULL YEAR £'000 |
|---|--------------------------|----------|----------|----------|--------------------------------|
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | | | | | 0 |
| Equipment Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

APPENDIX H – WEST SWANSEA LINKS FINANCIAL SUMMARY

Portfolio: PLACE
 Service: HIGHWAYS
 Scheme: ATF – WEST SWANSEA LINKS

| <u>1. CAPITAL COSTS</u> | 2023/24 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Surveys | 2 | | | | |
| Design | 5 | | | | |
| Accommodation Works | 10 | | | | |
| Construction | 1,207 | | | | 1,285 |
| Project Management | 50 | | | | |
| Monitoring and Evaluation | 4 | | | | |
| Support | 7 | | | | |
| EXPENDITURE | 1,285 | | | | |
| <u>Financing</u> | | | | | |
| ATF grant | 1,285 | | | | 1,285 |
| FINANCING | 1,285 | | | | 1,285 |

| <u>2. REVENUE COSTS</u> | 2023/24 £'000 | | | | FULL YEAR £'000 |
|---|--------------------------|----------|----------|----------|--------------------------------|
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | | | | | 0 |
| Equipment Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

**APPENDIX I – KINGSBRIDGE TO GROVESEND IMPROVEMENTS
FINANCIAL SUMMARY**

Portfolio: PLACE
Service: HIGHWAYS
ATF – KINGSBRIDGE TO GROVESEND
Scheme: IMPROVEMENTS

| <u>1. CAPITAL COSTS</u> | 2023/24 | | | | TOTAL |
|--------------------------------|----------------|--|--|--|--------------|
| | £'000 | | | | £'000 |
| <u>Expenditure</u> | | | | | |
| Design | 7 | | | | |
| Accommodation Works | 2 | | | | |
| Construction | 412 | | | | 445 |
| Project Management | 20 | | | | |
| Monitoring and Evaluation | 2 | | | | |
| Support | 2 | | | | |
| EXPENDITURE | 445 | | | | |
| <u>Financing</u> | | | | | |
| ATF grant | 445 | | | | 445 |
| FINANCING | 445 | | | | 455 |

| <u>2. REVENUE COSTS</u> | 2023/24 | | | | FULL |
|---|---------------------------------|----------|----------|----------|--------------|
| | £'000 | | | | YEAR |
| | | | | | £'000 |
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | To be met from existing budgets | | | | 0 |
| Equipment | | | | | 0 |
| Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

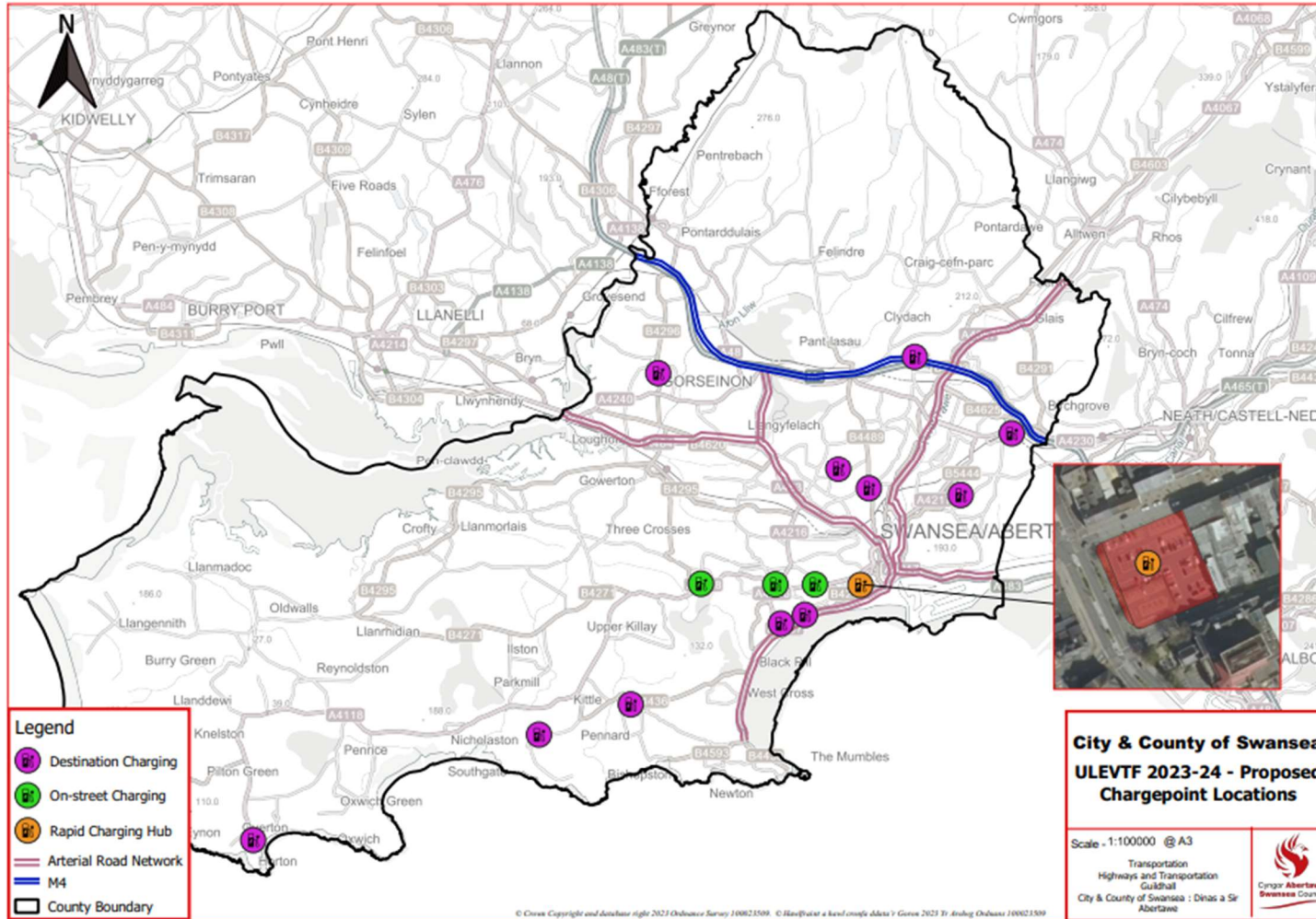
APPENDIX J – CORE ALLOCATION FINANCIAL SUMMARY

Portfolio: PLACE
 Service: HIGHWAYS
 Scheme: ATF – CORE ALLOCATION

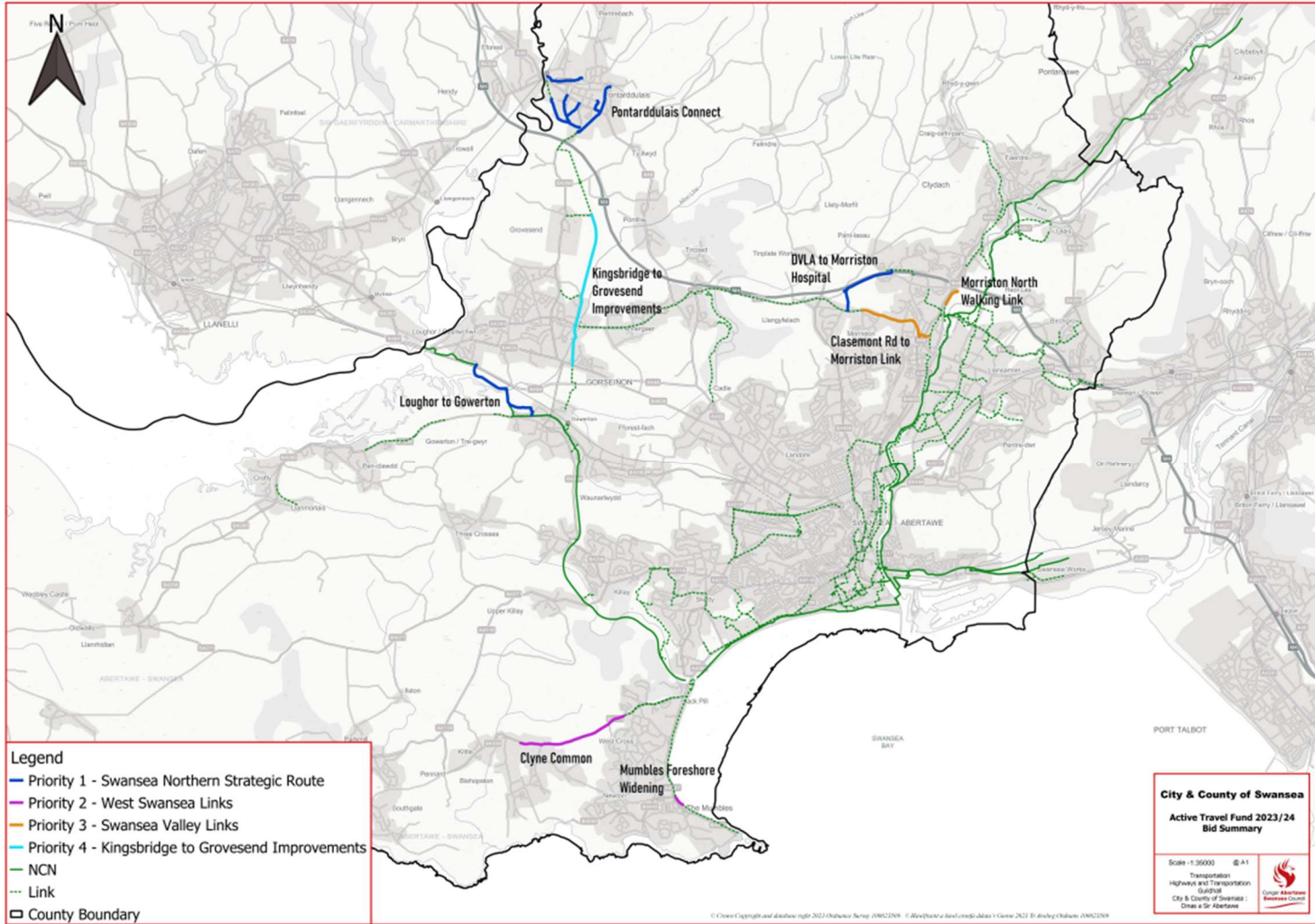
| <u>1. CAPITAL COSTS</u> | 2023/24 £'000 | | | | TOTAL £'000 |
|------------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Surveys, Design, Development Works | 985 125 | | | | 1,110 |
| EXPENDITURE | 1,110 | | | | |
| <u>Financing</u> | | | | | |
| ATF grant | 1,110 | | | | 1,110 |
| FINANCING | 1,110 | | | | 1,110 |

| <u>2. REVENUE COSTS</u> | 2023/24 £'000 | | | | FULL YEAR £'000 |
|---|--------------------------|----------|----------|----------|--------------------------------|
| <u>Service Controlled - Expenditure</u> | | | | | |
| Employees | | | | | 0 |
| Maintenance | | | | | 0 |
| Equipment | | | | | 0 |
| Administration | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 |

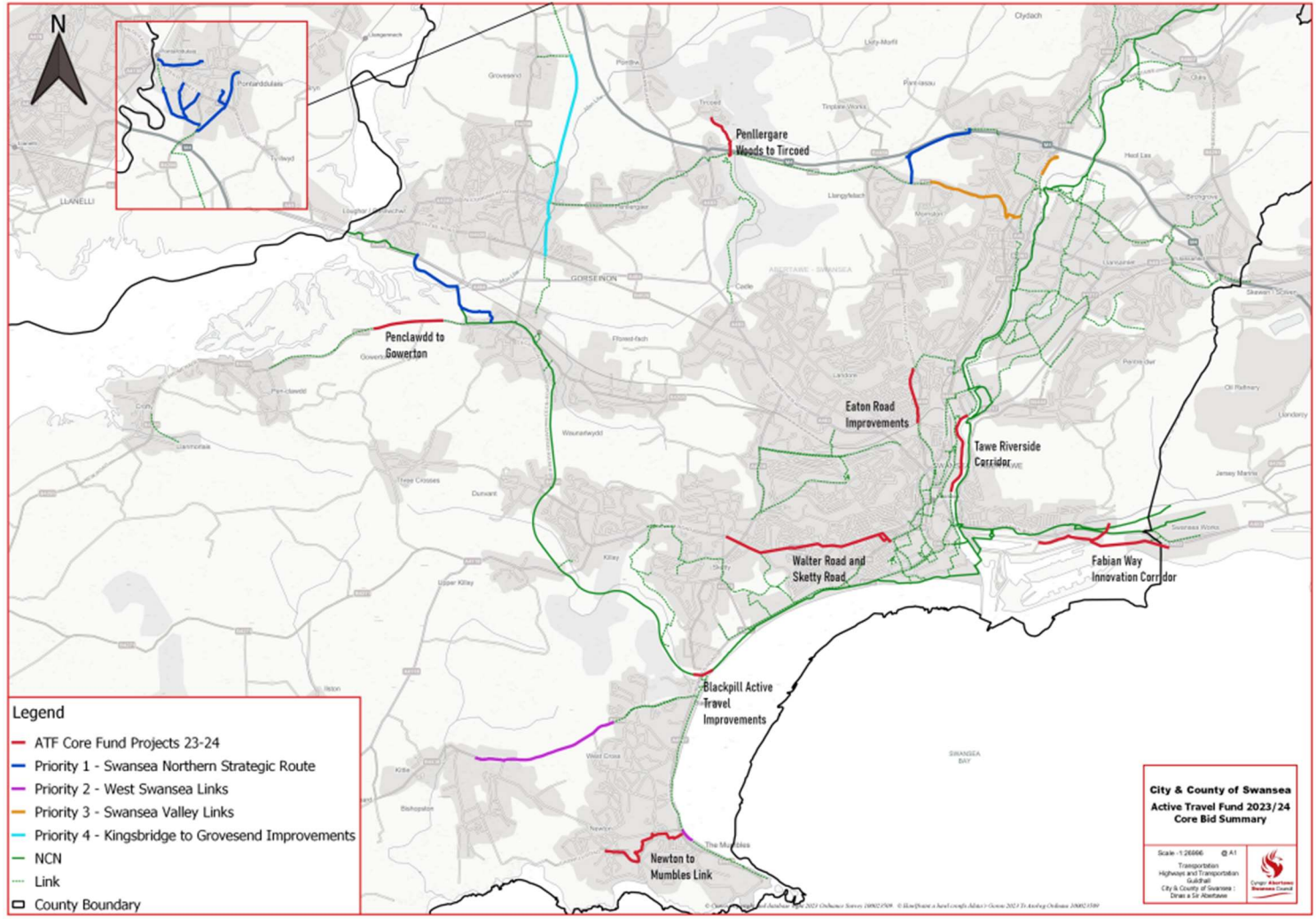
APPENDIX K – ULTRA LOW EMISSION VEHICLE TRANSFORMATION FUND SUMMARY MAP



APPENDIX L- ACTIVE TRAVEL FUND MAIN BID SUMMARY MAP



APPENDIX M – ACTIVE TRAVEL CORE FUND SUMMARY MAP



APPENDIX N – IIA SCREENING FORM

Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area:

Directorate:

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

(b) Please name and fully describe initiative here:

Funding bids for the Local Transport Fund (LTF), Ultra Low Emission Vehicle Transformation Fund (ULEVTF) and Active Travel Fund (ATF) were submitted to the Welsh Government on 1st February and 7th February 2023, respectively, in accordance with guidance from the Welsh Government.

This report seeks the retrospective approval of Cabinet for the submission of the LTF, ULEVTF and ATF grant applications, and seeks delegated approval be assigned to Cabinet Member and Director for the LTF, ULEVTF and ATF schemes, so that they together with their financial implications are approved, upon receipt of grant award letter.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

High Impact Medium Impact Low Impact Needs further investigation

| | + | - | + | - | + | - |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| Children/young people (0-18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Older people (50+) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Any other age group | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Future Generations (yet to be born) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Disability | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Race (including refugees) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Asylum seekers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gypsies & travellers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or (non-)belief | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sex | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual Orientation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender reassignment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Welsh Language | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Poverty/social exclusion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Carers (inc. young carers) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Community cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Marriage & civil partnership | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches?
Please provide details below – either of your activities or your reasons for not undertaking involvement**

The design and development of the schemes will be subject to stakeholder engagement and public consultation, with particular attention afforded to disability and access groups to ensure that the needs of those represented by these groups are accounted for and accommodated.

For some schemes proposed to be delivered, this process has already taken place, alongside engagement with a range of other stakeholders and the general public. This will be undertaken following approval for schemes which are proposed to be developed.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

a) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?

Yes No

b) Does the initiative consider maximising contribution to each of the seven national well-being goals?

Yes No

c) Does the initiative apply each of the five ways of working?

Yes No

d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?

Yes No

Q5 What is the potential risk of the initiative? *(Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)*

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes

No

If yes, please provide details below

The scheme will result in additional assets to maintain (by the Highways Maintenance and Cleansing Teams)

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

The cumulative impact of these schemes will be a positive one for people living along or near the proposed schemes. They will improve public confidence in EV ownership, public transport and active travel for communities and make sustainable forms of travel more attractive, safe, and accessible.

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- Summary of impacts identified and mitigation needed (Q2)
- Summary of involvement (Q3)
- WFG considerations (Q4)
- Any risks identified (Q5)
- Cumulative impact (Q7)

These transport infrastructure schemes will serve to improve public amenity, connectivity and access for all, particularly for people with disabilities, and will be the subject of consultation as appropriate.

Close consultation with local disability and access groups will be undertaken to ensure accessibility for all. For some schemes proposed to be delivered, this process has already taken place, alongside engagement with a range of other stakeholders and the public. For schemes which are proposed to be developed, this will be undertaken if they are approved by Welsh Government, and individual projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right.

The Well-being of Future Generations Act (Wales) 2015 has been considered in the development of these schemes. These initiatives support our Corporate Plan's Well-being Objectives, will contribute towards the seven national wellbeing goals, applying the five ways of working and meeting the needs of the present without compromising the ability of future generations to meet their own needs.

These schemes will be highly visible to the public and are considered to pose a medium risk to the Council. The cumulative impact of these schemes should be a positive one for people living along or near the proposed schemes. They will improve public transport and active travel for communities and make more sustainable forms of travel more attractive, safe and accessible.

(NB: This summary paragraph should be used in the relevant section of corporate report)

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

NB: Please email this completed form to the Access to Services Team for agreement before obtaining approval from your Head of Service. Head of Service approval is only required via email.

| |
|---|
| Screening completed by: |
| Name: Chloe Lewis |
| Job title: Team Leader – Transport Strategy & Monitoring |
| Date: 16 May 2023 |
| Approval by Head of Service: |
| Name: Stuart Davies |
| Position: Head of Service, Highways & Transportation |
| Date: 16 May 2023 |

Please return the completed form to acesstoservices@swansea.gov.uk

Agenda Item 10.



Cabinet Member for Investment, Regeneration, Events and Tourism

Cabinet - 15 June 2023

FPR7 – Lower Swansea Valley Programme Levelling Up Fund

| | |
|------------------------------------|--|
| Purpose: | To comply with Financial Procedure Rule No.7 (Capital Programming and Appraisals) - to commit and authorise the addition of new schemes to the Capital Programme. |
| Policy Framework: | Swansea Bay City Region Economic Regeneration Strategy. |
| Consultation: | Access to Services, Finance, Legal. |
| Recommendation(s): | It is recommended that Cabinet: 1) approves the acceptance of the UK Government Levelling Up grant of £20m. 2) approves the Council's match funding contribution of £8.76m via unsupported borrowing. 3) authorises the addition of the scheme and its financial implications to the Capital Programme 4) delegates authority to the Head of Planning and City Regeneration, the Director of Place and the Chief Finance Officer to progress this scheme within the approved budget. |
| Report Author: | Elliott Williams |
| Finance Officer: | Ben Smith |
| Legal Officer: | Debbie Smith |
| Access to Services Officer: | Rhian Millar |

1.0 Introduction

- 1.1 This report provides background information regarding the UK Government Levelling Up bid and outlines the proposals and next steps for the Lower Swansea Valley scheme.

2.0 Background

- 2.1 Swansea Council first submitted a bid for UK Government levelling up funding based on the concept 'Lower Swansea Valley Regeneration through Vivian Legacy' in April 2021. This bid was unsuccessful in Summer 2021, but following UK Government feedback the Council were encouraged to reapply in the second funding round. This second bid was submitted in the summer of 2022, following which the Council was notified that the bid was successful at the end of January 2023. This has provided the Council an opportunity to access money for a blend of regeneration, culture and heritage projects that wouldn't typically have access to this level of funding.
- 2.2 Over the last forty years the assets within this scheme have had a lack of investment, in particular Swansea Museum. It is acknowledged to be one of Swansea's most iconic buildings, but it is now part of what has become a disparate and disconnected Museum offer within the city. Since 1990, the Museum has been under the guardianship of the City & County of Swansea, and no significant investment has befallen the building, this has resulted in much of the collection remaining in the publicly in-accessible storage at the Rolling Mill building, a building clearly not designed for such use.
- 2.3 Additionally, is the Hafod Morfa Copperworks, an under-utilised former heavy industrial site that was once at the forefront of the Copper industry. Following a steady decline in the industry through the first half of the 20th century has left behind it a landscape of industrial decay – derelict works and mills, spoil heaps and severe pollution. The proposals for the Lower Swansea Valley project will seek to tell the story of Swansea's amazing industrial and social heritage, through the individual buildings and sites, and through the physical and historical ways in which they are linked.
- 2.4 Over the last decade investment in elements of the Hafod-Morfa Copperworks site has provided a catalyst for further interest and redevelopment of the site. With the recently refurbished Powerhouse building which is now home to Penderyn distillery and the recent commitment from Skyline New Zealand to develop a proportion of the site as a leisure destination, it has highlighted the potential uses that can be applied to the site and the surrounding area to make it a high quality, exemplary leisure destination.
- 2.5 This Lower Swansea Valley Project is an ambitious scheme that consolidates a strategic path of investments bringing people closer to the iconic heritage and culture of Swansea, relying on strong working relationships across public, private and community to consider the best placement and usage of key

heritage and cultural assets and facilities to drive and encourage strong social, employment and regeneration outcomes. The project will mix new income generation opportunities with struggling heritage assets to give them a new lease of life and sustainable long-term futures. As darker memories of the industrial age fade, there is a new opportunity to consider the contrasting legacy impacts, positive and negative, as we level up our county.

- 2.6 The bid is formed of three geographically defined projects focussing on prominent aspects of the legacy of Victorian entrepreneurialism and its effects on the modern city, bringing them into relief against the strong regeneration programme underway across the county.

Project 1 consolidates the industrial legacy of the copper industry on the banks of the River Tawe at the Hafod-Morfa Copperworks, preserving the rich heritage features including several listed buildings, releasing them for business use, preparing for new private sector investment and increasing connectivity of local communities and visitors alike telling the story to new generations.

Project 2 picks up the river linkages and eases the public interface with the core City Centre through re-use of Victorian railway arches enabling access to public transport by bus, rail and river, continuing the heritage experience currently underplayed.

Project 3 creates a mutual destination with the heritage corridor in upgrading and enhancing Swansea Museum, oldest in Wales, enabling a richer display of the history of the place, bringing its collection nearer to the increased exhibition space to release the Copperworks rolling mill for mixed use regeneration and economic benefit.

3.0 Proposed Scheme

- 3.1 As mentioned above, the Lower Swansea Valley scheme will deliver three geographically-defined projects, which consolidate a strategic path of investments in historic assets which aims to highlight and enrich the legacy of Victorian entrepreneurialism and copper industry. Key to this is the creation of a new heritage destination at Hafod-Morfa Copperworks which will include exhibitions, hospitality, and marketplace options through the regeneration of historic buildings. River linkages, public realm improvements and a reimagining of Victorian Railway arches will improve the public interface between Hafod-Morfa Copperworks and the City Centre. Finally, Swansea Museum will be substantially upgraded to increase exhibition space and cultural offer.
- 3.2 Below is a summary of the key components to be delivered as part of the Levelling Up Fund, Lower Swansea Valley programme, focusing on the prominent aspects of the legacy of Victorian entrepreneurialism and its effects on the modern city, bringing them into relief against the strong regeneration programme underway already underway across the county.

Project 1 – The Hafod-Morfa Copperworks Site Regeneration project

The project will invest in the:

- Restoration of the former Laboratory building to create restaurant/F&B space.
- Restoration of the Musgrave and Vivian Engine Houses and build a new enclosure to create both a heritage visitor attraction and café.
- Creation of a marketplace at the former Rolling Mill building.
- Restoration of the V&S Shed, to reinstate track and locomotive.
- Creation of new vibrant public realm space within the site.

Project 2 - River Tawe and Strand Tunnels project

The project will invest in the:

- Installation of two pontoons along the river Tawe, one located North of the Copperworks site at the Liberty Stadium/Bascule Bridge and the other located South of the Copperworks site and a stone's throw from the Strand Victorian Tunnels in the City Centre.
- Creation of shop frontages and small retail units for SMEs at the Strand Victorian Arches, and external elevator access to High Street.
- Significant enhancement of public realm infrastructure and landscaping at the Strand, adjacent to the arches and tunnels.
- Improved pedestrian connections at the Strand Tunnels, including creation of retail pods, lighting upgrades.

Project 3 – Swansea Museum expansion project

The project will invest in the:

- New build addition to Swansea Museum which will provide a significant footprint expansion to enable additional exhibition and gallery space to bring the collections stored at the Rolling Mill to a public venue for display.
- Creation of new conservation and storage areas
- Creation of a new café that will be open to the public, as part of a bright and attractive
- New dual entrance to provide a 'connection' between the existing museum and the National Waterfront Museum which is located across the external courtyard.

- 3.3 Swansea Council will deliver the project which aims to create 5,028 sq m floorspace, creating additional jobs, and driving an increase in visitor numbers as part of a £28.8 million scheme.
- 3.4 The project will mix new income generation opportunities with struggling heritage assets to give them a new lease of life and sustainable long-term futures.
- 3.5 The project will help reconnect communities with their local heritage and instil a sense of pride in their area. It offers people opportunities to improve their health and wellbeing via the walking routes through the sites.

- 3.6 Along with the considerable community and social benefits, the project will create employment, particularly in commercial elements but also extensive opportunities for high quality community engagement and volunteering work particularly in light of the increasing student population in walking distance of all these facilities. The creation of new commercial space will also create affordable space for new micro-enterprises across a range of sectors.
- 3.7 The combination of investments will significantly enhance opportunities for all ages to engage with heritage, increasing viability and sustainability of key assets for future generations and a much stronger appreciation and understanding amongst the wider population.

4.0 Economic Outcomes and Impact

- 4.1 AMION Consulting were appointed by Swansea City Council to assist in the preparation of the Levelling Up Fund application for the Lower Swansea Valley projects. Their report set out the economic costs and benefits, alongside key evidence and assumptions, as well a non-monetised benefits that will impact Swansea as a result of this scheme.
- 4.2 The headline economic benefits derived from the whole Lower Swansea Valley scheme are as follows:
- Job and GVA creation – expected to support 106 gross direct jobs, 69 net additional jobs and will generate £5.7m gross direct GVA per annum and £3.7m net additional per annum.
 - Increased footfall – programme will enhance over 6,000 sqm of public realm settings in Swansea, thus increasing footfall and supporting surrounding businesses and amenities.
 - Visitor numbers – through the above investments there will be a forecasted increase of 11,500 additional visitors to the V&S Shed and engine houses. The overall programme of investment will bring about an additional 8,350 additional overnight visitors and 31,200 daytime visitors each year.
- 4.3 As part of the Economic Impact Assessment AMION calculated the overall value for money of the proposed scheme through the use of Benefit Cost Ratios. Benefit Cost Ratios, or BCRs are widely used in government to assess the overall value for money of intervention. They are expressed as a ratio of benefits over costs. For example, a BCR of 2.34:1 means that a project will generate a £2.34 of benefit for every £1.00 of cost. The overall Lower Swansea Valley Scheme has an initial BCR of 2.2:1 and adjusted BCR of 2.8:1 – both of which are considered high value for money.
- 4.4 In terms of individual projects, they all provide their own economic benefits to Swansea and are highlighted below.

Project 1 – Copperworks

- It is estimated that the Copperworks scheme will generate direct benefits of more than £26.9 million. Allowing for distributional effects, reflecting the

benefit of investment in an area of relative deprivation, the assessed benefit has increased to nearly £35.2m.

- Based on estimated net marginal costs of £12.0m, the identified benefit will support an initial BCR of 2.20:1 and adjusted BCR of 2.9:1. This is above the threshold of 2.0 and is therefore considered to be high value for money, particularly in light of the wider benefits described below.

Project 2 – River Tawe Link

- It is estimated that the River Tawe Link scheme will generate direct benefits of more than £21.0 million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to nearly £27.5 million.
- Based on estimated net marginal costs of £9.9m, the identified benefit will support an initial BCR of 2.1:1 and adjusted BCR of 2.8:1. This is above the threshold of 2.0 and is therefore considered to be high value for money, particularly the wider benefits described below.

Project 3 – Swansea Museum

- It is estimated that the Swansea Museum scheme will generate direct benefits of more than £14.0 million. Allowing for distributional effects, reflecting the benefit of investment in an area of relative deprivation, the assessed benefit has increased to nearly £18.3 million.
- Based on estimated net marginal costs of £6.9m, the identified benefit will support an initial BCR of 2.0:1 and adjusted BCR of 2.6 :1. This is above the threshold of 2.0 and is therefore considered to be high value for money, particularly in light of the wider benefits described below.

4.5 It is worth noting that the economic benefits outlined above have been estimated using the framework as part of the HM Treasury Green Book and considers the following, as relevant to each project:

- Land uplift value
- Wider land uplift value
- Crime cost savings
- Amenity benefits
- Labour market benefits
- Employment wellbeing
- Social inclusion
- Arts and heritage engagement
- Economic value of Culture.

4.6 In addition to the economic benefits of this scheme, the AMION report highlighted some non-monetised impacts that the scheme will deliver, these include:

Regeneration – There has been a lack of investment over the last few decades in Swansea Museum, resulting in much of the collection remaining in publicly in-accessible storage, as well as an under-utilised former heavy industrial site

that was once at the forefront of the Copper industry. This project will reverse the trend in recent years by enhancing the pedestrian links from the area to the station, city centre, marina and universities supporting footfall and acting as a catalyst for further regeneration in the area.

Image – The area is suffering from negative perceptions and image, as well as anti-social behaviour and crime issues. This is demonstrated by the poor and/or derelict condition of heritage assets at Copperworks site, which has attracted vandalism by residents. The proposed schemes aim to address the core underlying issues which are impacting on residents and visitors alike by creating a unique visitor destination with opportunities for local businesses and bringing these buildings back into commercial use to overcome associated crime issues.

Community pride – There is a disconnect between the Strand and High Street due to poor linkages and public realm creating anti-social behaviour and crime issues. These issues have created a lack of community cohesion. This intervention will improve the provision of public amenities and the attractiveness of public spaces. The public realm enhancements will provide key opportunities for the local community and additional to gather and improve social cohesion.

Growth of new sectors – The project will encourage year-round tourism, helping local businesses to trade for longer periods throughout the year. The new interventions will aid in the development of new business opportunities due to the additional footfall and visitors each year.

Addressing disadvantage – Multiple LSOAs around the interventions are ranked in the 20% most deprived parts of the country. This package of intervention will create employment opportunities within sectors that are accessible to local residents, provide a destination for residents to attend and be proud of, and create a safer environment that discourages crime. The proposed projects located in the Landore ward will directly help create employment opportunities for these citizens through the refurbishment programme.

- 4.7 A weighting and scoring system have been used to assess these impacts – the most important wider benefits relate to enhancing image and improving community pride. Overall, substantial wider benefits are expected with scores above 8.0/10 for each project.

5.0 Next Steps

- 5.1 The project team within the Council's Economic Regeneration Team are currently commissioning a Multi-Disciplinary Team (MDT) via the SEWTAPS framework to assist the Council in designing and refurbishing all three projects, to restore our historic assets, which will aim to highlight and enrich the legacy of Victorian entrepreneurialism and copper industry.
- 5.2 The MDT will be led by Wardell Armstrong, they will provide the Council with a number of specialist disciplines including Heritage & Archaeology, Planning,

Ecology, Ground Engineering, Landscape, drainage, Stakeholder Engagement and Principal Designer. They will be partnering with project management and cost consultants Coreus, architects GWPA, mechanical and electrical engineers SDS, structural engineers Mann Williams.

- 5.3 The commission of the design team is to assist the Council in designing up to RIBA Stage 3 for all projects, except the laboratory building which has previously had design investment. As a result, the design team will help the Council through RIBA Stages 4-7 and will assist in the procurement of a main contractor to undertake the design work, which will see practical completion of the building mid-2024.
- 5.4 The Council project team are in the process of completing a tender exercise for the disposal of contaminated waste on the Hafod Morfa Copperworks site. This work is part of land remediation and to create access to a nearby site to undertake early enabling works to the Laboratory building.
- 5.5 An early enabling works package is being brought forward for the Laboratory building, to undertake the restoration works as part of the Lower Swansea Valley scheme, in order to de-risk the project prior to the main contractor tender exercise. The South West Wales Civil Engineering Contractors Framework will be used to procure an enabling works package which consists of clearance of an area of the derelict building to uncover unknowns (i.e., condition, asbestos presence etc.). This tender will be published via Sell2Wales in the coming weeks, with the aspiration to start on site within the next few months.
- 5.6 Expressions of interest for the main works of the Laboratory building have gone out to the market with positive responses from contractors.
- 5.7 Once the contract with the MDT is in place, design work will start in earnest on all three projects concurrently, it is advantageous that both the architects and structural engineers have previous knowledge of the Hafod Copperworks site, having been involved in the Penderyn Powerhouse scheme.
- 5.8 The timeline given by UK Government to complete these projects is currently March 2025, however due to the delay in announcing the grant offer they recognise that an extension will be required, indicating a revised end date of March 2026. An inception meeting was held at the beginning of April 2023 with the UK Levelling Up team and the Council project team where time extensions on programme were discussed. The Council will continue dialogue with the UK Government team and will look to back-end the Council's match funding contribution to elongate the programme into the 2026/27 financial year.
- 5.9 Although the current programme is challenging, both the Council project team and the MDT believe it is still deliverable. Below are some indicative milestones highlighted in the current Stage 1 programme timeline:

| Key milestone - Project 1 - HCW | | Date |
|---|--|-------------|
| RIBA 1 complete | | 26/04/2023 |
| RIBA 2 Complete | | 05/07/2023 |
| RIBA 3 Complete | | 25/10/2023 |
| Planning and LBC Application Submission | | 22/11/2023 |
| Planning & LBC Determination | | 13/03/2024 |
| Confirm Procurement Strategy | | 14/06/2023 |
| Develop Tender Pack | | 20/12/2023 |
| Key Milestone - Project 1a - Laboratory | | |
| RIBA 4 complete | | 03/04/2023 |
| Bridges RIBA 3 complete | | 10/05/2023 |
| Bridges RIBA 4 complete | | 26/07/2023 |
| Planning and LBC Application Submission (bridges) | | 19/07/2023 |
| Planning & LBC Determination (bridges) | | 11/10/2023 |
| Enabling Works Tendered and Complete | | 14/06/2023 |
| Main works tendered and contract award | | 02/08/2023 |
| Commence main works to Laboratory | | 30/08/2023 |
| Bridges tendered and contract award complete | | 31/07/2024 |
| commence main works to bridges | | 28/08/2024 |
| Practical completion - Laboratory | | 31/07/2024 |
| Practical completion - Bridges | | 04/06/2025 |
| Key milestone - Project 2 - Strand Links | | |
| | | Date |
| RIBA 1 complete | | 26/04/2023 |
| RIBA 2 Complete | | 21/06/2023 |
| RIBA 3 Complete | | 25/10/2023 |
| Planning and LBC Application Submission | | 06/12/2023 |
| Planning & LBC Determination | | 27/03/2024 |
| Confirm Procurement Strategy | | 14/06/2023 |
| Develop Tender Pack | | 03/01/2024 |
| Key milestone - Project 3 - Museum | | |
| | | Date |
| RIBA 1 complete | | 26/04/2023 |
| RIBA 2 Complete | | 07/06/2023 |
| RIBA 3 Complete | | 27/09/2023 |
| Planning and LBC Application Submission | | 25/12/2023 |
| Planning & LBC Determination | | 15/04/2024 |
| Confirm Procurement Strategy | | 14/06/2023 |
| Develop Tender Pack | | 02/08/2023 |

6.0 Integrated Assessment Implications

- 6.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Deliver better outcomes for those people who experience socio-economic disadvantage
 - Consider opportunities for people to use the Welsh language
 - Treat the Welsh language no less favourably than English.
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 6.2 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 6.3 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 6.4 The initiative will have a positive low impact on all groups. Communities will benefit from the improvements, which have a low effect on protected characteristics.
- 6.5 The Well-being of Future Generations Act (Wales) 2015 was considered during the development of this initiative, supporting our Corporate Plan's Well-being Objectives, maximising contribution to each of the seven national well-being goals, applying each of the five ways of working and meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 6.6 The initiative has a medium risk impact as socio-economic and cultural elements are involved.
- 6.7 The cumulative impacts of this proposal are as follows:
- Enhanced public realm and townscape.

- Enhanced public realm and redeveloped heritage buildings at the Copperworks site.
- Increased interest and investment from businesses.
- Expanded and fit-for-purpose Museum will significantly improve the arts, culture and heritage offered.
- Increased employment / reduced unemployment.
- Improved health and well-being of residents and visitors.
- Improved and varied cultural offers for the residents of the city and visitors. Expansion and diversification of local businesses.
- Creation of a long-term sustainable economic centre.
- Reduction of anti-social behaviour.
- Growth of start-ups from small business units created in tunnels/arches.

6.8 The project is built on a firm foundation of substantial engagement over the past decade because of the Cu@Swansea Project collaboration between Swansea University and Swansea Council, Swansea University's Connected Communities Project and the development of a Masterplan for the site by Purcell which has continued to evolve. Engagement has included:

- First Copper Day event in 2010 attracted over 3,000 people
- Site launch at the end of the Cadw-funded project in June 2014 attracted over 7000 people.
- Establishment of the Friends Group by the Cu@Swansea Project has encouraged collaboration with the public and civil society organisations. Consultation meetings are held three times per year, and attract 60 plus people, providing continuous feedback on the project.
- Nomination of a management committee by the Friends in 2015 to develop a number of project activities, which meets 8-10 times per year. Friends' groups are drawn from local volunteers from the community which helps to ensure community views are incorporated into the proposals.
- Community-driven phases of work from 2018 to date have seen community involvement unlock funding and expertise to support renovation of further structures and buildings, in particular the Musgrave Engine House and its integral engine.
- Stakeholder engagement via social media and the local media around proposed improvements of key assets. Use of social media helped to reach out to additional members of the community who may not have otherwise engaged.

6.9 Preparation of the site Masterplan in 2013 was based upon consultation with a large and diverse number of partners, community groups, and potential stakeholders. This plan is continually being refined as we learn more about the site, consider feedback from stakeholders and regeneration partners and as economic and social needs evolve, the plan has effectively paved the way for a series of smaller funding interventions leading towards this larger valley-wide approach.

6.10 The feedback received from the above engagement with stakeholders was collated and directly shaped the development of this project and provided robust evidence of need for the proposed scheme.

- 6.11 Social media has been posted to announce the projects.
- 6.12 The next steps for consultation and engagement for the project over the coming months are as follows:
- Stakeholder engagement continues as the project enters detailed design and delivery stages which will include statutory consultations processes with stakeholders as part of the planning process.
 - A dedicated consultant will continue to perform stakeholder engagement.
 - Continue to update the public via social media to inform them of key milestones.
- 6.13 Throughout the detailed design stage, the project will ensure equalities implications will be considered in all aspects of the design.
- 6.14 The IIA screening form (Appendix A) has been completed and reviewed, as design progresses, each of the three projects will be subject to its own IIA to understand the impact on each protected characteristic.

7.0 Financial Implications

- 7.1 In January 2023 the Council was successful in their grant bid for the UK Government Levelling Up Fund. This report is seeking approval to accept the £20m grant offer and for the Council to match fund the grant with a contribution of £8.76m.
- 7.2 A Memorandum of Understanding has been received, signed, and returned to Central Government and an NGA1 completed and approved.
- 7.3 Based on QS cost estimates drafted by cost consultants Coreus and TC Consult as part of the levelling up bid, indicative costs for all three projects suggest a budget need of £28.76m. The funding for the Lower Swansea Valley will derive from the following strands:
- £20m from UK levelling up grant.
 - £8.76m from unsupported borrowing
- 7.4 To date, the following has been costs have occurred for the scheme and are noted for awareness and transparency:
- Approval for the appointment of the MDT has been progressed using the SEWTAPS framework. Contract Award Reports were approved in March 2023, with the agreement to proceed at risk prior to the formal grant offer being signed, before match funding allocated and before FPR7 approval, noting at the time only a successful bid of full award had been received. This required S151 approval which was received. No costs have been incurred to date, however, is expected before the end of May 2023. There is no fee schedule yet received however, an estimated fee of £200k could be expected.

- Hire of the laboratory building scaffolding which is securing the building from collapse as part of the emergency works. This has an estimated value £50k, commencing October 2022 and was included in the LUF April funding claim, approved by S151 Officer. The capital code used was C06564.
- CCTV hire to cover the laboratory building, estimated value £5k, commencing May 2023.
- Urgent ecology surveys have been instructed due to critical survey timescales via a Purchase Order for £10k. The capital code used was C06564.

7.5 As part of the grant conditions the Council will submit a Levelling up Fund Monitoring form quarterly which includes reporting on budget spend and funding profiles which will be approved and signed off by the Section 151 Officer.

7.6 Staffing costs associated with the project team within the Council's Economic Regeneration Team are included within the scheme budget and will be capitalised to the scheme throughout the delivery of the programme as appropriate.

8.0 Legal Implications

8.1 The Council will need to comply with the terms and conditions attached to any grant funding utilised in this project.

8.2 All contracts for works, goods and services necessary to deliver the project must be procured in accordance with the Council's Contract Procedure Rules and the relevant procurement legislation as appropriate. The contractual liabilities/obligations of the Council and any appointed contractors will be covered by the individual contracts entered into.

8.3 All statutory consents required to deliver the project will be the responsibility of the Planning and City Regeneration Division.

8.4 Any property transactions must comply with the Council's Land Transaction Procedure Rules.

8.5 This project is fully compliant with the Well-being of Future Generations (Wales) Act 2015 and will ultimately preserve this building for future use by the citizens of Swansea. The project objectives align with the Council's obligation to act in a sustainable way demonstrating compliance with the 5 Ways of Working promoted by the Act and will make a significant contribution to the 7 well-being goals.

Background Papers:

Appendix A – IIA screening form

Appendix B – Financial Implications

Appendix A - Integrated Impact Assessment Screening Form

Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area: Planning & City Regeneration

Directorate: Place

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

(b) Please name and fully describe initiative here:

The Lower Swansea Valley scheme will deliver three geographically defined projects, consolidating a strategic path of investments in historic assets to highlight and enrich the legacy of Victorian entrepreneurialism and the copper industry. Key to this is creating a new heritage destination at Hafod-Morfa Copperworks which will include exhibitions, hospitality, and marketplace options through the regeneration of historic buildings. River linkages, public realm improvements and reimagining Victorian Railway arches will improve the public interface between Hafod-Morfa Copperworks and the City Centre. Finally, the Swansea Museum will be substantially upgraded to increase exhibition space and cultural offers. These projects' key drivers are creating a cultural and heritage destination and encouraging social, employment and economic regeneration.

The Lower Swansea Valley scheme will invest in three projects:

Project 1 – Hafod Morfa Copperworks Site Regeneration project consolidates the industrial legacy of the copper industry on the banks of the River Tawe at the Hafod-Morfa Copperworks site, preserving the rich heritage features, including several listed buildings, and releasing them for business use, preparing for new private sector investment and increasing connectivity for local communities and visitors and telling the story to new generations.

Will invest in the following:

- Restoration of the former Laboratory building to create restaurant/F&B space.
- Musgrave and Vivian Engine Houses and build a new enclosure to create both a heritage visitor attraction and café.
- V&S Shed, to reinstate track and locomotive.
- Creation of a marketplace at the former Rolling Mill building.
- New vibrant public realm space within the site.

Appendix A - Integrated Impact Assessment Screening Form

Project 2 – The River Tawe link from Copperworks to Strand Tunnels and City Centre project picks up the river linkages. It eases the public interface with the core City Centre through the imaginative re-use of Victorian railway arches to enable better access to public transport by bus, rail and river, and continuing the heritage experience that is currently underplayed.

Will invest in the following:

- Installation of two pontoons along the River Tawe, one located North of the Copperworks site at the Liberty Stadium/Bascule Bridge, the other South of the Copperworks site a stone's throw from the Strand Victorian Tunnels in the City Centre.
- Creation of shop frontages and small retail units for SMEs at the Strand Victorian Arches and external elevator access to High Street.
- Significant enhancement of public realm infrastructure and landscaping at the Strand, adjacent to the arches and tunnels.
- Improved pedestrian connections at the Strand Tunnels, including the creation of retail pods, and lighting upgrades.

Project 3 – The Swansea Museum upgrade and expansion project creates a mutual destination with the heritage corridor in upgrading and enhancing Swansea Museum, the oldest in Wales, enabling a richer display of the history of the place, as well as bringing its collection nearer to the increased exhibition space to release the Copperworks rolling mill for mixed-use regeneration and economic benefit.

Will invest in the following:

- New build addition to Swansea Museum provides significant footprint expansion to enable.
- Additional exhibition and gallery space to bring the collections stored at the Rolling Mill to a public venue for display.
- Creation of new conservation and storage areas.
- Creation of a new café that will be open to the public as part of a bright and attractive.
- The new dual entrance provides a 'connection' between the existing museum and the National Waterfront Museum located across the external courtyard.

Outcomes

- Job and GVA creation are expected to support 106 gross direct jobs and 69 net additional jobs and generate £5.7m gross direct GVA per annum and £3.7m net additional per annum.
- Increased footfall – the programme will enhance over 6,000 sqm of the public realm, increasing footfall and supporting surrounding businesses and amenities.
- Visitor numbers – forecasted increase of 11,500 additional visitors.

Progress

All the projects are at RIBA Stage 1 except the Laboratory building at RIBA stage 3. As design progresses, each of the three projects will be subject to its own IIA to understand the impact on each protected characteristic.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

| | High Impact | | Medium Impact | | Low Impact | | Needs further investigation |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|-----------------------------|
| | + | - | + | - | + | - | |
| Children/young people (0-18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Older people (50+) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Any other age group | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Future Generations (yet to be born) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Appendix A - Integrated Impact Assessment Screening Form

| | | | | | | | |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Disability | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Race (including refugees) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Asylum seekers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gypsies & travellers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Religion or (non-)belief | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sex | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sexual Orientation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gender reassignment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Welsh Language | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Poverty/social exclusion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Carers (inc. young carers) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Community cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Marriage & civil partnership | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches?
Please provide details below – either of your activities or your reasons for not undertaking involvement**

- The project is built on a firm foundation of substantial engagement over the past decade because of the Cu@Swansea Project collaboration between Swansea University and Swansea Council, Swansea University’s Connected Communities Project and the development of a Masterplan for the site by Purcell which has continued to evolve. Engagement has included:
 - First Copper Day event in 2010 attracted over 3,000 people.
 - Site launch at the end of the Cadw-funded project in June 2014 attracted over 7000 people.
 - Establishment of the Friends Group by the Cu@Swansea Project has encouraged collaboration with the public and civil society organisations. Consultation meetings are held three times per year, and attract 60 plus people, providing continuous feedback on the project.
 - Nomination of a management committee by the Friends in 2015 to develop a number of project activities, which meets 8-10 times per year. Friends’ groups are drawn from local volunteers from the community which helps to ensure community views are incorporated into the proposals.
 - Community-driven phases of work from 2018 to date have seen community involvement unlock funding and expertise to support renovation of further structures and buildings, in particular the Musgrave Engine House and its integral engine.
 - Stakeholder engagement via social media and the local media around proposed improvements of key assets. Use of social media helped to reach out to additional members of the community who may not have otherwise engaged.

- Preparation of the site Masterplan in 2013 was based upon consultation with a large and diverse number of partners, community groups, and potential stakeholders. This plan is continually being refined as we learn more about the site, consider feedback from stakeholders and regeneration partners and as economic and social needs evolve, the plan has effectively paved the way for a series of smaller funding interventions leading towards this larger valley-wide approach.

- The feedback received from the above engagement with stakeholders was collated and directly shaped the development of this project and provided robust evidence of need for the proposed scheme.

Appendix A - Integrated Impact Assessment Screening Form

- Social media has been posted to announce the projects.
- Throughout the detailed design stage, the project will ensure equalities implications will be considered in all aspects of the design.
- The next steps for consultation and engagement for the project over the coming months are as follows:
 - Stakeholder engagement continues as the project enters detailed design and delivery stages which will include statutory consultations processes with stakeholders as part of the planning process.
 - A dedicated consultant will continue to perform stakeholder engagement.
 - Continue to update the public via social media to inform them of key milestones.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

- a) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?
Yes No
- b) Does the initiative consider maximising contribution to each of the seven national well-being goals?
Yes No
- c) Does the initiative apply each of the five ways of working?
Yes No
- d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?
Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes No If yes, please provide details below

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

Appendix A - Integrated Impact Assessment Screening Form

These are the cumulative impact of this proposal -

- Enhanced public realm and townscape.
- Enhanced public realm and redeveloped heritage buildings at the Copperworks site.
- Increased interest and investment from businesses.
- Expanded and fit-for-purpose Museum will significantly improve the arts, culture and heritage offered.
- Increased employment / reduced unemployment.
- Improved health and well-being of residents and visitors.
- Improved and varied cultural offers for the residents of the city and visitors. Expansion and diversification of local businesses.
- Creation of a long-term sustainable economic centre.
- Reduction of anti-social behaviour.
- Growth of start-ups from small business units created in tunnels/arches.

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

Overview

The Lower Swansea Valley scheme will deliver three geographically defined projects, consolidating a strategic path of investments in historic assets to highlight and enrich the legacy of Victorian entrepreneurialism and the copper industry. Key to this is creating a new heritage destination at Hafod-Morfa Copperworks which will include exhibitions, hospitality, and marketplace options through the regeneration of historic buildings. River linkages, public realm improvements and reimagining Victorian Railway arches will improve the public interface between Hafod-Morfa Copperworks and the City Centre. Finally, the Swansea Museum will be substantially upgraded to increase exhibition space and cultural offers.

These projects' key drivers are creating a cultural and heritage destination and encouraging social, employment and economic regeneration.

The Lower Swansea Valley scheme will invest in three projects:

Project 1 – Hafod Morfa Copperworks Site Regeneration project consolidates the industrial legacy of the copper industry on the banks of the River Tawe at the Hafod-Morfa Copperworks site, preserving the rich heritage features, including several listed buildings and releasing them for business use, preparing for new private sector investment and increasing connectivity for local communities and visitors and telling the story to new generations.

Will invest in the following:

- Restoration of the former Laboratory building to create restaurant/F&B space.
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- Installation of two pontoons along the River Tawe, one located North of the Copperworks site at the Liberty Stadium/Bascule Bridge, the other South of the Copperworks site a stone's throw from the Strand Victorian Tunnels in the City Centre.
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Will invest in the following:

- New build addition to Swansea Museum provides significant footprint expansion to enable.
- Additional exhibition and gallery space to bring the collections stored at the Rolling Mill to a public venue for display.
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- The new dual entrance provides a 'connection' between the existing museum and the National Waterfront Museum located across the external courtyard.

Outcomes

- Job and GVA creation are expected to support 106 gross direct jobs and 69 net additional jobs and generate £5.7m gross direct GVA per annum and £3.7m net additional per annum.
- Increased footfall – the programme will enhance over 6,000 sqm of the public realm, increasing footfall and supporting surrounding businesses and amenities.
- Visitor numbers – forecasted increase of 11,500 additional visitors.

Progress

All the projects are at RIBA Stage 1 except the Laboratory building at RIBA stage 3.

Potential Impacts

The initiative will have a positive low impact on all groups. Communities will benefit from the improvements, which have a low effect on protected characteristics.

Engagement

- The project is built on a firm foundation of substantial engagement over the past decade because of the Cu@Swansea Project collaboration between Swansea University and Swansea Council, Swansea University's Connected Communities Project and the development of a Masterplan for the site by Purcell which has continued to evolve. Engagement has included:
 - First Copper Day event in 2010 attracted over 3,000 people
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 - Nomination of a management committee by the Friends in 2015 to develop a number of project activities, which meets 8-10 times per year. Friends' groups are drawn from local volunteers from the community which helps to ensure community views are incorporated into the proposals.
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 - Stakeholder engagement via social media and the local media around proposed improvements of key assets. Use of social media helped to reach out to additional members of the community who may not have otherwise engaged.
- Preparation of the site Masterplan in 2013 was based upon consultation with a large and diverse number of partners, community groups, and potential stakeholders. This plan is continually being refined as we learn more about the site, consider feedback from stakeholders and regeneration partners and as economic and social needs evolve, the plan has effectively paved the way for a series of smaller funding interventions leading towards this larger valley-wide approach.
 - The feedback received from the above engagement with stakeholders was collated and directly shaped the development of this project and provided robust evidence of need for the proposed scheme.
 - Social media has been posted to announce the projects.
 - Throughout the detailed design stage, the project will ensure equalities implications will be considered in all aspects of the design.
 - The next steps for consultation and engagement for the project over the coming months are as follows:
 - Stakeholder engagement continues as the project enters detailed design and delivery stages which will include statutory consultations processes with stakeholders as part of the planning process.
 - A dedicated consultant will continue to perform stakeholder engagement.
 - Continue to update the public via social media to inform them of key milestones.

WFG Considerations

The Well-being of Future Generations Act (Wales) 2015 was considered during the development of this initiative, supporting our Corporate Plan's Well-being Objectives, maximising contribution to each of the seven national well-being goals, applying each of the five ways of working and meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Potential Risk of the Initiative

The initiative has a medium risk impact as socio-economic and cultural elements are involved.

Cumulative Impacts

- Enhanced public realm and townscape.
- Enhanced public realm and redeveloped heritage buildings at the Copperworks site.
- Increased interest and investment from businesses.

Appendix A - Integrated Impact Assessment Screening Form

- Expanded and fit-for-purpose Museum will significantly improve the arts, culture and heritage offered.
- Increased employment / reduced unemployment.
- Improved health and well-being of residents and visitors.
- Improved and varied cultural offers for the residents of the city and visitors. Expansion and diversification of local businesses.
- Creation of a long-term sustainable economic centre.
- Reduction of anti-social behaviour.
- Growth of start-ups from small business units created in tunnels/arches.

As design progresses, each of the three projects will be subject to its own IIA to understand the impact on each protected characteristic.

(NB: This summary paragraph should be used in the relevant section of corporate report)

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

NB: Please email this completed form to the Access to Services Team for agreement before obtaining approval from your Head of Service. Head of Service approval is only required via email.

| |
|---|
| Screening completed by: |
| Name: Oliver Davies |
| Job title: Senior Economic Regeneration Officer |
| Date: 11/05/2023 |
| Approval by Head of Service: |
| Name: Philip Holmes |
| Position: Head of Planning & City Regeneration |
| Date: 19/05/2023 |

Please return the completed form to accesstoservices@swansea.gov.uk

FINANCIAL IMPLICATIONS : SUMMARY

Portfolio: Investment, Regeneration & Tourism
Service : Planning & City Regeneration - Economic Regeneration Team
Scheme : UK Government Levelling Up Fund - Lower Swansea Valley

| <u>1. CAPITAL COSTS</u> | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | TOTAL |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|---------------|
| | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 |
| <u>Expenditure</u> | | | | | | |
| Refurbishment Works | 33 | 449 | 17,500 | 5296 | 2130 | 25,408 |
| Enabling Works | 0 | 910 | 0 | 0 | 0 | 910 |
| Staffing, project resources, fees | 0 | 758 | 767 | 717 | 201 | 2,443 |
| EXPENDITURE | 33 | 2,117 | 18,267 | 6,013 | 2,331 | 28,761 |
| | | | | | | |
| <u>Financing</u> | | | | | | |
| CCS funding | | | 417 | 6,013 | 2,331 | 8,761 |
| UK Gov grant | 33 | 2,117 | 17,850 | | | 20,000 |
| FINANCING | 33 | 2,117 | 18,267 | 6,013 | 2,331 | 28,761 |

| <u>2. REVENUE COSTS</u> | 2019/20 | 2020/21 | 2021/22 | 2022/23 | | FULL YEAR |
|---|----------------|----------------|----------------|----------------|--|------------------|
| | £'000 | £'000 | | £'000 | | £'000 |
| <u>Service Controlled - Expenditure</u> | | | | | | |
| Employees | | | | | | 0 |
| Maintenance | | | | | | 0 |
| Equipment | | | | | | 0 |
| Administration | | | | | | 0 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | | 0 |

Agenda Item 11.



Report of the Cabinet Member for Environment & Infrastructure

Cabinet - 15 June 2023

Financial Procedure Rule 7 – 20mph Core Allocation Grant 2023/24

| | |
|------------------------------------|---|
| Purpose: | To confirm the 20mph Implementation grant allocation from Welsh Government and include the expenditure in the capital programme for 2023/24. |
| Policy Framework: | Restricted Roads (20mph Speed Limit) (Wales) Order 2022, Road Traffic Regulation Act 1984, Active Travel (Wales) Act (2013), The Well-being of Future Generations Act (2015). |
| Consultation: | Access to Services, Finance, Legal. |
| Recommendation(s): | It is recommended that Cabinet: 1) Approve the acceptance of the 20mph Implementation grant of £2,952,000 and this expenditure be included in the capital programme for 2023/24. |
| Report Author: | Alan Ferris |
| Finance Officer: | Ben Smith |
| Legal Officer: | Jonathan Wills |
| Access to Services Officer: | Rhian Miller |

1. Introduction

- 1.1 The following report has been prepared to advise on the success of the Council in bidding for grant funding from Welsh Government to support the implementation of the reduction in the default speed limit on restricted roads from 30 mph to 20mph.
- 1.2 The report details the works proposed to be undertaken using the grant allocation from Welsh Government and invites members to confirm their acceptance of the grant and its inclusion in the 2023/24 capital programme.

2. 20mph National Default Speed Limit Rollout

2.1 In January 2023 Welsh Government invited Councils across Wales to submit bids to support the works required in implementing changes required as a consequence of the Restricted Roads (20mph Speed Limit) (Wales) Order 2022 legislation passed by the Senedd and due to come into force on 17 September 2023. The information below provides details of the bid, the issues identified and the solutions proposed. The report also confirms the level of grant funding awarded and seeks approval to include the expenditure in the 2023/24 Capital programme.

2.2 Bid Details

2.3 Welsh Government provided a grant of £551k in 22/23 to undertake preparatory works. This funding has been used to support the design and development of the scheme and pre-purchase signs and posts which are being held in storage. A further bid for £2.952million was submitted in January to install these signs and carry out works to the highway and signing infrastructure to support the change in limit. The bid also included a sum for the continued development of the Traffic Regulation process to make a number of roads exempt from the lowered limit. The grant was confirmed in full on 24 May 2023, with the proviso the three quarters of the sum was claimed by 31 December 2023.

2.4 It was initially anticipated that the bid for funding would be agreed by the end of March 2023. The delay in receiving confirmation of the funding awarded has inevitably put pressure on ensuring that all necessary works will be completed by 17 September. However, all efforts will be made to address this in the delivery programme outlined below.

2.5 The funding identified will be spent throughout financial year 23/24. In quarters one and two, 550 new posts and 1,100 signs pre-purchased will be erected to inform drivers of the revision in the speed limit. The signs themselves will be covered until 17 September when the new limit comes into effect. This period will also see 260 existing roundels which will contradict the new limit being removed or masked.

2.6 During this period work will continue on the development of the legal processes required to retain parts of the network at 30mph. This will lead to the advertisement of the Traffic Regulation Orders for public consultation in quarter one, with issues arising being resolved in advance of September 17.

2.7 On the 17 September, and the days following immediately thereafter, it is proposed to unmask the 1,100 signs highlighted above. In addition it will be necessary to remove the 1,080 existing signs which contradict the change in limit. New repeater signage will also be erected in this period on those roads which will retain a 30mph limit. Completion of this package of the works will make the new speed limit enforceable. Officers will continue

to work with colleagues in the police and GoSafe to minimise disruption through this period.

- 2.8 The remainder of quarters three and four will see replacement of 960 20mph zone and zone ends signs, with traffic calming signage. In addition 890 repeater signs and 720 roundels will also be removed as these will not be permitted in the revised signing regulations. It should however be noted that the speed limits will be enforceable whilst this element of the works is completed.

3. General Issues

3.1 Staffing Implications

- 3.2 The grant awarded includes an element of fee which will be used to support the operation of the Highways section in developing and managing the change through financial year 23/24. Current workloads are being sustained through the use of consultancy staff to assist in the delivery of the programme and it is anticipated that it will be necessary to continue with this to complete the required works in the timescales outlined above.

- 3.3 However, it is anticipated that the change to the default limit will raise issues in the community. Although this is being implemented at a national level it is inevitable that there will be local concerns emerging as a consequence of the change in the period following implementation. There is no identified funding to cover additional staff resource which will be needed to deal with any issues arising nor in making further changes to the roads currently identified as remaining at 30mph.

4. Integrated Assessment Implications

- 4.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

- 4.1.1 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 4.1.2 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 4.2 The requirement to change the speed limits has been brought about as a consequence of a change in legislation introduced by Welsh Government. In implementing the changes the Council will follow all guidance provided by Welsh Government.

In terms of involvement, the Council have a statutory duty to ensure that all Traffic Regulation Orders, lining and signing works are carried out to meet the demands of the timetable set by Welsh Government. Full and transparent consultation processes will be undertaken with key stakeholders as well as the wider general public in undertaking this duty.

The overall impact, as assessed by Welsh Government, is positive. The measures have been developed to support road safety, address key sustainability issues and create an environment which is safer for walkers and cyclists. However, this may lead to increased journey times for those in motorised transport with associated impact on business and public transport provision.

- 4.3 The works will be designed taking full account of the requirements to support the use of Welsh language. All traffic signs will be bi-lingual with Welsh appearing first.
- 4.4 An Integrated Impact Assessment (IIA) screening form has been completed with the agreed outcome that a full IIA report was not required. The screening concluded that the measures will support and have a positive impact on people of all ages in the community travelling sustainably. This will form a key measure in meeting the aspirations set out in the Well-being of Future Generations (Wales) Act and Active Travel (Wales) Act. The cumulative impact is seen as being positive. A copy has been appended to the report as Appendix A.

5. Financial Implications

- 5.1 Details of the proposed expenditure are shown in the Financial summary which is included as Appendix B to this report.

5.2 All works must be completed within financial year 2023/24. It will not be possible to draw down grant funding to complete unfinished work after 31 March 2024.

6. Legal Implications

6.1 The “Restricted Roads (20mph Speed Limit) (Wales) Order 2022” has been passed and comes into effect on 17 September 2022. This will have the effect of making the speed limit on restricted roads 20mph from the current 30mph. WG recognised that this may not be appropriate for all roads with a street lighting system and that local factors may influence those roads for which it may be appropriate to retain the existing speed limit through the progression of Traffic Regulation Orders. To assist Local Authorities they have produced a guidance document which sets out principles to be followed.

6.2 In developing Traffic Regulation Orders to retain the 30mph limit on sections of road robust arguments have been prepared in support of the decision made. In line with the produced guidance, this support considers the potential interaction between vulnerable road users and traffic and seeks to confirm that the existing traffic movements are safe through analysis of accident data. This approach will lessen the potential of legal challenge to the Traffic Regulation Order process and support a speedier progression of the Traffic Regulation Order.

6.3 In terms of process, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489 require that the exemptions identified are advertised in the local press in addition it is proposed to display the notice at libraries across the county area for a period of three weeks. On expiry of this period if there are no unwithdrawn objections then it is proposed that the order is sealed on 17 September 2023 when *The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022* comes into effect.

Background Papers: None

Appendices: Appendix A - IIA

Appendix A Integrated Impact Assessment

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

(b) Please name and fully describe initiative here: **20mph Default Speed Limit National Rollout Implementation**

The works proposed are being developed to implement the Welsh Government initiative to lower the speed limit on restricted roads from the current 30mph to 20mph. This will involve developing exceptions, for key roads to remain at 30mph, consulting on these exceptions and preparing Traffic Regulation Orders to create the legal framework to support this.

A limited number of roads will be exempt from this lowered limit and it will be necessary to consult widely on the extent of these exceptions. In principle they will be limited to dual carriageways, roads with few frontages (such as industrial estates) and key distributor routes. A series of Traffic Regulation orders will be required to support the continuation of a 30mph limit on those identified section of roads.

Physical measures will also be required to accommodate this change with extensive changes being made to highways signing and lining. This work is required to enable enforcement of the revised speed limits following the change.

Welsh Government have provided a grant to LA's across the country to progress the Traffic Regulation Orders and make these required changes to the signing and lining on the highway.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

| Impact | High Impact Needs further | | Medium Impact | | Low | |
|-------------------------------------|---------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| | + | - | + | - | + | - |
| investigation | | | | | | |
| Children/young people (0-18) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Older people (50+) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Any other age group | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Future Generations (yet to be born) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Race (including refugees) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Asylum seekers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gypsies & travellers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or (non-)belief | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sex | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual Orientation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender reassignment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Welsh Language | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Poverty/social exclusion | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Carers (inc. young carers) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Community cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Marriage & civil partnership | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches? Please provide details below – either of your activities or your reasons for not undertaking involvement

Officers have undertaken detailed consultations with elected representatives on the roads in their wards to identify those roads which should remain at 30mph.

The roads identified will be digitally mapped and this information will be downloaded onto Data Map Wales which will provide detailed information on all roads across Wales which will be exempt from the lowered 30mph limit.

The Traffic Regulation Orders will be progressed following the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 made pursuant to the Road Traffic Regulation Act 1984 Act which together prescribe the procedures to be undertaken when making an order of this nature. The procedure includes the obligation to consult prior to the making of an order, and the requirement to consider any objections received as a result of the consultation before the decision is made whether or not to implement the order.

To assist in making the public fully aware, Welsh Government have commenced a National Campaign to inform communities across Wales of the changes to the default speed limit. Swansea Council will further extend this messaging through media and social media outlets. This process will tie to the formal Legal requirement outlined above to achieve the widest possible coverage on when and how the change will occur and how they can comment on the proposed changes before the orders are made.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

a) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?

Yes No

b) Does the initiative consider maximising contribution to each of the seven national well-being goals?

Yes No

c) Does the initiative apply each of the five ways of working?

Yes No

d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?

Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes

No

If yes, please provide details below

The measures implemented will impact on the majority of journey times.

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

There are a number of benefits associated with the implementation of the change in the default speed limit on restricted roads as identified by Welsh Government.

- There is evidence that lower speeds result in fewer collisions and in reduced severity of collisions and injuries.
- The measures are targeted at promoting growth in the numbers of people choosing to make journeys through Active Travel as opposed to using a car. Evidence from pilot schemes in Edinburgh and Bristol would support this viewpoint.
- Increased levels of active travel under the policy create economic benefits in terms of decongestion, air quality, greenhouse gas reductions, individual health and productivity impacts.
- Lower speeds should result in less non-exhaust particulate pollution associated with less brake wear, tyre wear and road abrasion.
- An improved and safer environment that encourages more cycling and walking combined with lower levels of noise pollution is likely to increase social interaction within communities, leading to reduced loneliness and improved social cohesion. It could also lead to higher land values and retail spending.

The primary disbenefit associated with the proposal will be an increase in travel time. This will impact on business as well as public transport providers.

It should be noted that these are National considerations, locally, the Authority will have a responsibility to ensure that the relevant Traffic Regulation Orders

are progressed and that the revised legislation is appropriately signed and lined to meet our legal obligations.

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

These proposals are designed to support the National Welsh Government initiative and, as Highway Authority, it is the Council's legal requirement to maintain the signing and lining on the public highway.

In terms of involvement, the Council are being required to ensure that all Traffic Regulation Orders, lining and signing works are carried out to meet the demands of the timetable set by Welsh Government to ensure speed limits in built up areas are legally enforceable. There is a reputational risk should this not be achieved in a reasonable timeframe. Officers will continue to work with Welsh Government to refine this process as the project develops.

The overall impact, as assessed by Welsh Government, is positive. The measures have been developed to support road safety, address key sustainability issues and create an environment which is safer for walkers and cyclists. However, this will inevitably lead to increased journey times for those in motorised transport with the associated impact on business and public transport provision.

Appendix B Financial Summary

Financial Procedure Rule 7

FINANCIAL IMPLICATIONS : SUMMARY

Portfolio: PLACE
 Service : HIGHWAYS
 Scheme : 20mph National Rollout

| <u>1. CAPITAL COSTS</u> | 2023/24 | 2024/25 | 2025/26 | TOTAL |
|--------------------------------|----------------|----------------|----------------|--------------|
| £'000 | £'000 | £'000 | £'000 | £'000 |
| <u>Expenditure</u> | | | | |
| Works | 2,712 | | | 2,712 |
| Fees | 240 | | | 240 |
| Budget Code: | | | | |
| EXPENDITURE | 2,952 | 0 | 0 | 2,952 |
| <u>Financing</u> | | | | |
| 20 rollout grant | 2,952 | | | 2,952 |
| FINANCING | 2,952 | 0 | 0 | 2,952 |
| | | | | |
| <u>2. REVENUE COSTS</u> | 2023/24 | 2024/25 | 2025/26 | FULL |
| £'000 | £'000 | £'000 | £'000 | YEAR |
| <u>Service Controlled</u> | | | | |
| <u>- Expenditure</u> | | | | 0 |
| Employees | | | | 0 |
| Maintenance | | | | 0 |
| Equipment | | | | 0 |
| Administration | | | | 0 |
| NET | | | | |
| EXPENDITURE | 0 | 0 | 0 | 0 |

Agenda Item 12.



Report of the Cabinet Member for Environment & Infrastructure

Cabinet - 15 June 2023

FPR 7 Report - Additional Capital Allocation to Highways Works Programme 2023-24

| | |
|------------------------------------|--|
| Purpose: | To confirm the Additional Capital Allocation to the Highways Work Programme 2023 - 24 and to comply with Financial Procedure Rule 7 to commit and authorise schemes. |
| Policy Framework: | The Revenue and Capital budget as reported to and approved by Council on 2nd March 2023. |
| Consultation: | Access to Services, Finance, Legal. |
| Recommendation(s): | It is recommended that: 1) The allocation of £1m for Highways Maintenance is approved to be included in the Capital Programme for each of the financial years 2023-2024, 2024-25 and 2025-26 2) The allocation of £1m previously approved for Highways Maintenance for 2024-25 is brought forward to be included in the Capital Programme for 2023-2024. 3) Authority is delegated to the Head of Service for Highways and Transportation with the agreement of the Cabinet Member for Environment and Infrastructure to prioritise, finalise and allocate funding to the appropriate schemes in line with the prioritisation approach detailed in this report. |
| Report Author: | Bob Fenwick/Stuart Davies |
| Finance Officer: | Ben Smith |
| Legal Officer: | Debbie Smith |
| Access to Services Officer: | Rhian Millar |

1. Introduction

- 1.1. At its meeting of 2nd March 2023, Council approved the Revenue and Capital Budget for 2023/24. The Capital budget included an allocation of £3.468m for highway and infrastructure assets.
- 1.2. It is noted additional Capital funding of £5m was allocated in 22/23 over 3 years. This was detailed in a separate FPR7 report, the additional funding is included in the financial implication summary for completeness.
- 1.3. This report is seeking to approve bringing forward £1m of the additional allocation approved for 2024/25 to the current financial year 2023/24. This £1m is to be funded from the Insurance Reserve. This has been brought forward to assist with repairs caused by the damage caused over the recent winter period and to help tackle the highways maintenance backlog.
- 1.4. In addition this report is seeking to approve a further £1m allocation for 2023-2024, 2024-25 and 2025-26

2. Capital Programme

The City and County of Swansea's infrastructure is in need of significant investment and there is a large backlog of works. The Authority is continuing to develop programmes of work based on the principles agreed as part of the all Wales Asset Management Project. This will ensure spending is targeted based on a whole life cost approach which will minimise financial and service demands.

- 2.1. The scheme prioritisation approach provides a framework whereby any additional funding will enable schemes to be brought forward for completion. These will be selected using the same asset management approach used to produce the forward works programme. Carriageway and footway schemes will be selected based on a review of factors such as network importance, condition, network use and likely deterioration. A score for each assessed road will be calculated and the highest scoring schemes will be prioritised. This programme is short in timescale and resource intensive so the prioritisation will be balanced by the need to focus on simple to deliver schemes and works that are straightforward to deliver. The majority of works will be reactive resurfacing however some proactive preventative works may be included.

Allocation of additional funding.

2.2. Re-allocation of funding for 2023-25

The Infrastructure funds will be allocated as follows:

Original Allocation of additional funding for 2023 24

The Infrastructure funds will be allocated as follows:

| | |
|-------------------------|------------|
| Carriageway Resurfacing | £1500k |
| Footway Renewals | £200k |
| Drainage/Flooding Works | £300k |
| Total | £2m |

Original Allocation of additional funding for 2024 25

The Infrastructure funds will be allocated as follows:

| | |
|-------------------------|------------|
| Carriageway Resurfacing | £1500k |
| Footway Renewals | £200k |
| Drainage/Flooding Works | £300k |
| Total | £2m |

Revised Allocation of additional funding for 2023 24

The Infrastructure funds will be allocated as follows:

| | |
|-------------------------|------------|
| Carriageway Resurfacing | £2500k |
| Footway Renewals | £200k |
| Drainage/Flooding Works | £300k |
| Total | £3m |

Revised Allocation of additional funding for 2024 25

The Infrastructure funds will be allocated as follows:

| | |
|-------------------------|------------|
| Carriageway Resurfacing | £500k |
| Footway Renewals | £200k |
| Drainage/Flooding Works | £300k |
| Total | £1m |

2.3. Additional allocation of funding for 2023-26

The Infrastructure funds will be allocated as follows:

| | |
|---------------------------------|------------|
| Carriageway Resurfacing 2023-24 | £1m |
| Carriageway Resurfacing 2024-25 | £1m |
| Carriageway Resurfacing 2025-26 | £1m |
| Total | £3m |

3. Integrated Assessment Implications

3.1. The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

3.1.1. The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

3.1.2. Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

3.2. An IIA screening form has been completed which confirms that a full IIA is not required for this report. The Capital investment in Highway and related Infrastructure will assist all road users. Individual projects will be subject to the IIA process on an individual basis where required.

4. Financial Implications

4.1. This reports seeks to reprofile already approved budgets between financial years (£1m) and seeks approval for additional capital budget (£3m).

4.2. £1m is to be reprofiled, from the 2024-25 Infrastructure budget to the 2023-24 budget.

4.3. The additional £3m is to be profiled as £1m each year for 2023-24, 2024-25 and 2025-26. This is to be funded from the Capital Equalisation Reserve.

4.4. **Revenue** - Future maintenance expenditure will be met from respective Revenue Service budgets. An effective capital investment programme will help reduce future revenue pressures.

5. Legal Implications

5.1. This investment will assist the Authority in discharging its statutory duty to maintain the Highway. All procurement activity and contracts intended to be let in respect of the above Schemes must comply with current UK Legislation and the Council's Contract Procedure Rules.

Background Papers: None.

Appendices:

Appendix A - Financial Implications

Appendix B - Integrated Impact Assessment

FINANCIAL IMPLICATIONS : SUMMARY

Appendix A

PLACE
HIGHWAYS AND OTHER SERVICES
HIGHWAYS AND OTHER INFRASTRUCTURE ASSETS CAPITAL MAINTENANCE

| | Memo | | | | | | | | | | |
|------------------------------------|--------------------------|--------------------------|------------------------------------|-----|-------|--------|--------------------------|--------------------------|----------------------------|--------------|--------------|
| COSTS | 2022/23 £'000 | 2023/24 £'000 | Financial Codes for 2022/23 | | | | 2024/25 £'000 | 2025/26 £'000 | TOTAL £'000 | | |
| Expenditure | | | | | | | | | | | |
| Additional Funding - Carriageways | 600 | 3,500 | 01 | 701 | 70001 | xxxxxx | 00000 | C03009 | 1,500 | 1,000 | 6,000 |
| Additional Funding - Footways | 200 | 200 | 01 | 701 | 70001 | xxxxxx | 00000 | C03013 | 200 | | 400 |
| Additional Funding - Drainage | 200 | 300 | 01 | 701 | 70001 | xxxxxx | 00000 | C03515 | 300 | | 600 |
| EXPENDITURE | 1,000 | 4,000 | | | | | | | 2,000 | 1,000 | 7,000 |
| Financing | | | | | | | | | | | |
| ERF | 1,000 | | | | | | | | | | 0 |
| Capital Equalisation Reserve (CER) | | 1,000 | | | | | | | 1,000 | 1,000 | 3,000 |
| Insurance Fund | | 3,000 | | | | | | | 1,000 | | 4,000 |
| FINANCING | 1,000 | 4,000 | | | | | | | 2,000 | 1,000 | 7,000 |
| COSTS | 2021/22 £'000 | 2022/23 | £'000 | | | | 2023/24 £'000 | 2024/25 £'000 | FULL YEAR £'000 | | |
| Service Controlled - Expenditure | | | | | | | | | | | |
| Employees) | | | | | | | | | | | |
| Maintenance) | | | | | | | | | | | |
| Equipment) | | | | | | | | | | | |
| Administration) | | | | | | | | | | | |
| NET EXPENDITURE | 0 | 0 | | | | | | | | | 0 |

Appendix B - Integrated Impact Assessment Screening Form

Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area: Highways

Directorate: Place

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

(b) Please name and fully describe initiative here:

Highways Additional Capital Works Programme: To carry out additional resurfacing and drainage works on the Highway network

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

| | High Impact | | Medium Impact | | Low Impact | | Needs further investigation |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|-----------------------------|
| | + | - | + | - | + | - | |
| Children/young people (0-18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Older people (50+) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Any other age group | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Future Generations (yet to be born) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Disability | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Race (including refugees) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Asylum seekers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gypsies & travellers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Religion or (non-)belief | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sex | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sexual Orientation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gender reassignment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Welsh Language | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Poverty/social exclusion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Carers (inc. young carers) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Community cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Marriage & civil partnership | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Appendix B - Integrated Impact Assessment Screening Form

Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches?
Please provide details below – either of your activities or your reasons for not undertaking involvement

NA – Capital replacement work on damage or poor condition infrastructure.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

- a) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?
Yes No
- b) Does the initiative consider maximising contribution to each of the seven national well-being goals?
Yes No
- c) Does the initiative apply each of the five ways of working?
Yes No
- d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?
Yes No

Vital Maintenance Works

Q5 What is the potential risk of the initiative? (*Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...*)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes

No

If yes, please provide details below

Minor Traffic delays likely.

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

Positive effects on maintaining highway and networks for all. Reduction of Flooding

Appendix B - Integrated Impact Assessment Screening Form

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- Summary of impacts identified and mitigation needed (Q2)
- Summary of involvement (Q3)
- WFG considerations (Q4)
- Any risks identified (Q5)
- Cumulative impact (Q7)

No effect or risk to any user group within the community. Maintenance of existing infrastructure only.

(NB: This summary paragraph should be used in the relevant section of corporate report)

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

NB: Please email this completed form to the Access to Services Team for agreement before obtaining approval from your Head of Service. Head of Service approval is only required via email.

| |
|--|
| Screening completed by: |
| Name: Bob Fenwick |
| Job title: Group Leader Highway Maintenance |
| Date: 15/11/22 |
| Approval by Head of Service: |
| Name: S Davies |
| Position: Head of Service Highways and Transportation |
| Date: 15/11/22 |

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