



City and County of Swansea

Notice of Meeting

You are invited to attend a Meeting of the

External Funding Panel

At: Committee Room 5 - Guildhall, Swansea

On: Wednesday, 7 March 2018

Time: 2.00 pm

Chair: Councillor Rob Stewart

Membership:

Councillors: M C Child, W Evans, R Francis-Davies, D H Hopkins, A S Lewis, C E Lloyd, J A Raynor, M Sherwood and M Thomas

Agenda

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www.swansea.gov.uk/disclosuresofinterests | |
| 3 | Minutes.
To approve & sign the Minutes of the previous meeting(s) as a correct record. | 1 - 2 |
| 4 | Reducing Infant Class Sizes and Raising Standards - Welsh Government Grant Funding. | 3 - 10 |
| 5 | Welsh Government Safe Routes in Communities Grant Application 2018/19. | 11 - 16 |
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Next Meeting: Wednesday, 4 April 2018 at 2.00 pm



Huw Evans
Head of Democratic Services
Wednesday, 28 February 2018

Contact: Democratic Services - (01792) 636923



City and County of Swansea

Minutes of the **External Funding Panel**

Committee Room 5 - Guildhall, Swansea

Wednesday, 7 February 2018 at 2.00 pm

Present:

Councillor(s)

J E Burtonshaw
D H Hopkins
M Thomas

Councillor(s)

W Evans
A S Lewis

Councillor(s)

R Francis-Davies
J A Raynor

Officer(s)

Jeff Green
Allison Lowe
Spencer Martin
Sandie Richards
Gaynor Winsor

Road Safety Manager
Democratic Services Officer
Voluntary Sector Relationship Coordinator
Principal Lawyer
Accountant

Apologies for Absence

Councillor(s): M C Child, C E Lloyd and R C Stewart

32 Election of Chair Pro Tem.

Resolved that Councillor J Raynor be elected Chair Pro Tem.

Councillor J Raynor (Chair) Presided

33 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:

Councillor J Raynor declared a personal interest in Minute No. 35 "Welsh Government Safer Routes in Communities Grant Application 2017/18 – Additional Funding (December 2017)" – Councillor with Road Safety Applications in her ward.

34 Minutes:

Resolved that the Minutes of the External Funding Panel held on 10 January 2018 be approved and signed as a correct record.

35 Welsh Government Safer Routes in Communities Grant Application 2017/18 - Additional Funding (December 2017).

The Panel considered the report, which provided additional information on Welsh Government Safe Routes in Communities Grant Application 2017/18.

The Safe Routes in Communities initiative enhances the provision of walking and cycling in communities, particularly outside and in the vicinity of schools. This is targeted at encouraging a more sustainable lifestyle in communities and addressing social exclusion issues.

Resolved that:

- 1) The External Funding Panel allows officers to accept Safe Routes in Communities (SRIC) additional grant funding;
- 2) Projects are developed and implemented to create safer walking and cycling environments along Llangyfelach Street / Road to Cwm Level Road;
- 3) Projects are developed and implemented to create safer walking and cycling environments within Gower.

The meeting ended at 2.02 pm

Chair



Report of the Director of People

External Funding Panel - 7 March 2018

Reducing Infant Class Sizes and Raising Standards – Welsh Government Grant Funding

Purpose:	To inform Panel of the intention to apply for Reducing Infant Class Sizes and Raising Standards – Welsh Government Grant Funding and to provide details
Policy Framework:	Band B of School Organisation Programme 21 st Century school programme
Consultation:	Legal, Finance and Access to Services
Recommendation(s):	
1)	It is recommended that the bid for Reducing Infant Class Sizes and Raising Standards is approved
Report Author:	Kelly Small
Finance Officer:	Chris Davies/Jayne James
Legal Officer:	Stephanie Williams
Access to Services Officer:	Sherill Hopkins

1.0 Introduction

- 1.1 The Welsh Government have offered local authorities a new grant with the intention of reducing infant class sizes and raising standards. Swansea have been provided with a revenue figure to apply for over the grant period, £1,202,923.02, and unlimited bid to a capital fund. Criteria apply to the application with the focus being on schools with classes of 29 learners or over, and where the schools demonstrate at least one, or a combination, of the following:

- Significant levels of free school meals;
- Below average outcomes and where a school is judged to be red or amber (according to regional ERW categorisation)
- Significant levels of special educational and additional learning needs
- Significant levels of where Welsh/English is not the first language

1.2 The proposed bid is to establish one new class base at the following schools with associated capital and revenue funding:

- Hendrefoilan Primary School (classroom extension)
- Penyrheol Primary School (internal remodelling)
- Sea View Primary School (small extension and remodelling)
- YGG Bryniago (internal remodelling)

1.3 Legislation requires each class to be taught by a qualified teacher and will also require teaching assistant support to address the Foundation Phase staff to learner ratio. The revenue bid is to cover the teachers and each school will need to fund the teaching assistants from their existing delegated budget share. All of the schools in our bid are in areas of population growth. As numbers continue to grow this will generate additional delegated budget share to allow the schools to sustainably fund a teacher and teaching assistant for each of these classes after the grant ends.

2.0 Equality and Engagement Implications

An Equality Impact Assessment (EIA) screening form has been completed with the agreed outcome that a full EIA report will be required for each individual project if the bid is successful. These will be drafted over the coming weeks.

3.0 Financial Implications

3.1 The bid is for the full £1,202,110 of available revenue grant as well as £1,530,110 of capital funding.

3.2 The split for capital funding is below:

Seaview Primary £441,503
 Penyrheol Primary £385,169
 YGG Bryniago £238,438
 Hendrefoilan Primary £465,000

3.3 There is no cost to the authority other than potential marginal costs in future of supporting additional members of staff and project support. The new build areas will become a capital asset of the authority and will come under the Division of Responsibility for future repair and maintenance, with future capital support coming under the local authority.

4.0 Legal Implications

4.1 The Education (Infant Class Sizes) (Wales) Regulations 1998 restrict to 30 the maximum number of pupils in an infant class while an ordinary teaching session is conducted by a school teacher. Therefore this grant application supports the Local Authority as admissions authority in ensuring it complies with this duty.

4.2 The Council will need to ensure that it complies with any terms and conditions attached to this Welsh Government grant funding.

Background Papers:

None

Appendices:

Appendix A - EFP1



The City & County of Swansea

EFP1 PRE-SUBMISSION - Notification of Funding Bid to External Funding Panel
Ref:
THE EFP1 APPLIES TO HARD COPY AND ELECTRONIC SUBMISSIONS

1. Scheme background and details - this is to inform the External Funding Panel of the intention to apply for a new grant proposal –

a. Awarding Body	Welsh Government
b. Name and purpose of Scheme/Programme (attach proposal brief in cabinet style report)	Reducing infant class sizes and raising standards – Welsh Government Grant Funding
c. Grant value in Total £	£2,733,033.02 (£1,202,923.02 Revenue £1,530,110 Capital)
d. Grant period / timescale for delivery	April 2017 to 31 March 2021
e. CCS acting as Lead Body or Joint Sponsor? Name other Partners.	No
f. Detail links to existing schemes at Local, Regional or National level	N/A (this is a new Welsh Government grant)
g. Detail direct links to Council Policy, including, where appropriate, target areas	Improving Education and Skills
h. List key target and proposed performance measures	<ul style="list-style-type: none"> • Reduce class sizes below 29 – monitor January PLASC and future years' PLASC • Improve staff to learner ratios – monitor January PLASC and future years' PLASC • Improved attendance – improved end of academic year attendance stats over the 3 years of grant • Improved outcomes for learners – as evidenced by KS2 CSI, improving over the 3 years of grant • Increased school capacity to meet needs of learners in the community – increase recorded at next capacity calculation.
i. For EUROPEAN schemes confirm that the scheme has been developed in conjunction with the	(attach email confirmation from the European Unit)

European Unit – Yes /No (delete)	
j. Does this grant require a continuation of funding by the Council after the grant period has expired? <i>This includes current or additional staff costs.</i> Yes / No	The delegated budget share for each school will need to fund teaching assistants for each of the new classrooms created (the grant will cover new build/remodelling and teaching costs). This will be funded from the overall delegated budget so no additional cost to the local authority. There is a requirement to maintain provision after the grant ends but this will again be for the schools delegated budget to absorb. Any additional rates bills and premises costs/funding will also be met from the overall delegated budget share; however future capital costs under the Division of Responsibility document will need to be met corporately.
k. Does the application require match-funding? Yes/No if it does where is this coming from?	No
l. Will the project entail the employment of additional staff and on what basis?	Yes – there will be one new class in four primary schools, each class will require one qualified teacher and will also require teaching assistant support to address the Foundation Phase staff to learner ratios. The grant will fund the teachers but each school will need to fund the teaching assistant from their delegated budget share (at no cost to the local authority).
M. Have you completed an EIA (Equality Impact Assessment) Screening Form (please attach)?	An Equality Impact Assessment (EIA) screening form has been completed with the agreed outcome that a full EIA report will be required for each individual project if the bid is successful. These will be drafted over the coming weeks.
N. Is a full EIA report required?	Yes if the bid is successful

2. Please complete the following financial information:

	Current financial year £	Year 2 £	Year 3 £	Year 4 £	Year 5 £	Total £	Ongoing £
Total project cost:							
Capital		1,530,110					
Revenue	92,533	370,128	370,128	370,128			

Grant applied for:							
Capital		1,530,110					
Revenue	92,533	370,128	370,128	370,128			
Match Funding Internal							
Match Funding External							

3. Please complete the following:

a. Does the funding meet the Council's priorities?	Yes Improving Education and Skills (Evidence to be attached)
b. What are the expected outcomes and are they clear and achievable? (link to 1h)	<ul style="list-style-type: none"> • To reduce infant class size in the four primary schools selected • To narrow the achievement gap related to social deprivation in the four primary schools selected • Extra time given for Additional Learning Need (ALN) learners without having a detrimental impact on other learners in class. • Allow teachers and associate staff additional time for the ethnic minority learners where English is not their first language to help them engage in the lessons. (Evidence to be attached)
c. Is there an exit plan? (link to 1j/l)	Yes. School will continue to use classrooms and fund staffing. Some are in areas of increasing pupil population and others could be put to alternative use in future to ensure sustainability e.g. Specialist Teaching Facilities (STFs) (Evidence to be attached)
d. How is Value for Money being obtained? (procurement/ third party arrangements etc.)	It is proposed that the work will be delivered by the Council's Corporate Building and Property Services subject to them being successful in winning the first tendered scheme and using those rates where similar on the remaining three schemes. As part of any procurement process, the internal contractor will ensure: <ul style="list-style-type: none"> • Purchases of works, goods or services will be made through open competition

	<ul style="list-style-type: none"> • Decisions to purchase goods, services or works will be made with the aim of obtaining value for money • Sufficient time will be allowed to undertake a proper tendering exercise • Suppliers and contractors will be treated fairly and in an even handed manner • A clear and concise documentary audit trail will be kept so the reasoning behind the procurement decision reached is open and transparent. <p>(Evidence to be attached)</p>
<p>e. What is the governance / management structure for the scheme? – What board/management team will it be reported to?</p>	<p>Overseen by the Education QEd Board and the Education Capital Projects and Delivery Unit (CPDU)</p> <p>(Evidence to be attached)</p>
<p>f. What are the major risks and how will they be managed?</p>	<ul style="list-style-type: none"> • Capital and Revenue funding streams do not align. Early indications demonstrate that not all capital developments will be completed for occupation until the second year of revenue release – Desk top studies have been completed. Further design work will be initiated once feasibility funding is made available. • Limited feasibility has been undertaken prior to initial funding bid submission, consequently delivery timelines may increase – A project timeline will be further developed and presented within capital BJC submission. • There is no feasibility funding available through the authority’s resources prior to the submission and approval of the BJC – WG provide upfront feasibility funding. • If the selected schools do not buy-in to the proposal then this may delay BJC submission – A communication plan is currently in development. <p>(Evidence to be attached)</p>

	Name / Signature	Date
Responsible Officer:	 Kelly Small	25.01.2018
(Principal)/Accountant:	 CHRIS DAVIES	25/1/18
External Funding Panel		
Endorsed /Not Endorsed		



**Report of the Director of Place /
Cabinet Member for Environmental Services**

External Funding Panel – 7 March 2018

**Welsh Government Safe Routes in Communities Grant
Application 2018/19**

Purpose:	Provide information on Welsh Government Safe Routes in Communities Grant Application 2018/19
Policy Framework:	Emerging Five Council Key Priorities and Welsh Government Active Travel (Wales) Act 2013.
Consultation:	Access to Services, Finance and Legal.
Recommendation(s):	<p>It is recommended that the External Funding Panel considers the application to Welsh Government for Safe Routes in Communities (SRIC) grant funding for 2018/19 and allows officers to accept any allocation made associated with the following submissions:</p> <ul style="list-style-type: none">a) The development of safer walking and cycling environments in the Gower area building on works already undertaken in the area.b) The development and introduction of safer walking and cycling environments in the Gorseinon and Penyrheol areas.c) The development and introduction of safer walking and cycling environments in the Llanyfelach and Mynyddbach areas.
Report Author:	Jeff Green
Finance Officer:	Jayne James
Legal Officer:	Jonathan Wills
Access to Services Officer:	Ann Williams

1. Introduction

- 1.1 The purpose of this report is to provide information on the application to the Welsh Government for Safe Routes in Communities (SRIC) Grant funding for 2018/19.

2. Detail of Proposals

- 2.1 The Safe Routes in Communities initiative enhances the provision of walking and cycling in communities, particularly outside and in the vicinity of schools. This is targeted at encouraging a more sustainable lifestyle in communities and addressing social exclusion issues.
- 2.2 The submission of funding is based upon an application to Welsh Government that occurs during the first quarter of the New Year for funding to be received during the following financial year and beyond. i.e. February 2018 to be delivered during 2018/19.
- 2.3 The initiative links to National Policies such as the Active Travel (Wales) Act 2013, Road Safety Framework for Wales 2013, Learner Travel Statutory Provision and Operational Guidance 2014 and Future Generations (Wales) Act 2015. The overall aim is to create safer walking and cycling routes for communities and promote these as a more sustainable method of travelling around communities. It will also help to ease vehicular congestion outside schools as more sustainable methods of transport are used.
- 2.4 The initiative also supports the Council's own priorities in that it is safeguarding vulnerable people (Prevention of accidents to children and young people), improving pupil attainment (Involving pupils in the process), tackling poverty and building sustainable communities (Encouraging walking and cycling).
- 2.5 The application for funding in 2018/19 includes bids for the following three areas:
- 1) Gower Area
 - 2) Gorseinon and Penyrheol areas
 - 3) Llangyfelach and Mynyddbach

3. Equality and Engagement Implications

- 3.1 An Equality Impact Assessment (EIA) Screening Form has been completed with the agreed outcome that a full EIA report is not required at this stage. This screening will be reviewed if the grant application is approved to ensure we continue to pay due regard to our equality duties.

4. Financial Implications

- 4.1 The application for funding for each of the three schemes for funding in 2018/19 is as follows:
- 1) Gower Area -£364,800
 - 2) Gorseinon and Penyrheol areas -£352,000
 - 3) Llangyfelach and Mynyddbach -£224,000
- 4.2 The submitted bids include an element of match funding which Ward Members have committed through their Community Budget allocations. For the Gower area this is set at £27,000, whilst Gorseinon and Penyrheol Ward Members have committed a total of £10,000 in support of the bid for 2018/19. The proposed grant and contributions from Community Budgets provides 100% funding for the planned works
- 4.3 The Gower bid which involves the acquisition of land includes an assessment of future years funding covering 2019/20 and 2020/21. This has been estimated at £551,300 and £554,200 for each of these financial years respectively. It should be noted that confirmation of this funding will not be committed as part of this grant process but will be subject to future years bidding.
- 4.3 There are no ongoing financial implications in relation to staff as the grant from the bids will include for design fees which support existing operations within Traffic and Highway Network Management.
- 4.4 The implementation of the work will impact on road maintenance budgets resulting in a modest increase of costs going forward in future years.

5. Legal Implications

- 5.1 The Highways Act 1980 Section 41(1) places a statutory duty of care on the Highway Authority towards road users of all kinds. The Active Travel (Wales) Act 2013 legislates for the provision of routes designed for walking and cycling. The success of this bid will help the Council in meeting its obligations in this regard. The acquisition of land will be required to comply with the Council's Land Transaction Procedure Rules detailed in the Council's constitution.

Background Papers:

None

Appendices:

Appendix A EIA Screening Form

Please ensure that you refer to the Screening Form Guidance while completing this form. If you would like further guidance please contact your directorate support officer or the Access to Services team (see guidance for details).

Section 1

Which service area and directorate are you from?

Service Area: Traffic Management and Road Safety

Directorate: Place

Q1(a) WHAT ARE YOU SCREENING FOR RELEVANCE?

Service/ Function	Policy/ Procedure	Project	Strategy	Plan	Proposal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(b) Please name and describe below

Application for Safe Routes in Communities Grant 2018/19

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line service delivery	Indirect front line service delivery	Indirect back room service delivery
<input type="checkbox"/> (H)	<input checked="" type="checkbox"/> (M)	<input type="checkbox"/> (L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they need to	Because they want to	Because it is automatically provided to everyone in Swansea	On an internal basis i.e. Staff
<input type="checkbox"/> (H)	<input type="checkbox"/> (M)	<input checked="" type="checkbox"/> (M)	<input type="checkbox"/> (L)

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING...

	High Impact (H)	Medium Impact (M)	Low Impact (L)	Don't know (H)
Children/young people (0-18) →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group (18+) →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welsh Language →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers) →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community cohesion →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4 HAVE YOU / WILL YOU UNDERTAKE ANY PUBLIC CONSULTATION AND ENGAGEMENT RELATING TO THE INITIATIVE?

YES NO (If NO, you need to consider whether you should be undertaking consultation and engagement – please see the guidance)

If yes, please provide details below

The proposed measures will be advertised in the press prior to construction to enable the public to comment on the developed design.

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?

High visibility <input checked="" type="checkbox"/> (H)	Medium visibility <input type="checkbox"/> (M)	Low visibility <input type="checkbox"/> (L)
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(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL'S REPUTATION?
(Consider the following impacts – legal, financial, political, media, public perception etc...)

High risk <input type="checkbox"/> (H)	Medium risk <input type="checkbox"/> (M)	Low risk <input checked="" type="checkbox"/> (L)
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Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes
 No
 If yes, please provide details below

Q7 HOW DID YOU SCORE?

Please tick the relevant box

MOSTLY H and/or M → HIGH PRIORITY → EIA to be completed
 Please go to Section 2

MOSTLY L → LOW PRIORITY / NOT RELEVANT → Do not complete EIA
 Please go to Q8 followed by Section 2

Q8 If you determine that this initiative is not relevant for a full EIA report, you must provide adequate explanation below. In relation to the Council's commitment to the UNCRC, your explanation must demonstrate that the initiative is designed / planned in the best interests of children (0-18 years). For Welsh language, we must maximise positive and minimise adverse effects on the language and its use. Your explanation must also show this where appropriate.

The proposed works are designed to improve road safety and promote sustainable forms of transport particularly in the vicinity of schools. Whilst a full EIA report is not currently needed, this screening will be reviewed if the grant application is approved to ensure we continue to pay due regard our equality duties.

Section 2

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 – no electronic signatures or paper copies are needed.

Screening completed by:	
Name:	Jeff Green
Job title:	Road Safety Manager
Date:	12 February 2018
Approval by Head of Service:	
Name:	Stuart Davies
Position:	Head of Highways and Transportation
Date:	12 February 2018

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



**Report of the Director of Place /
Cabinet Member for Environmental Services**

External Funding Panel – 7 March 2018

**Welsh Government Road Safety (Capital) Grant
Application 2018/19**

Purpose:	Provide information on Welsh Government Road Safety (Capital) Grant Application 2018/19
Policy Framework:	Emerging Five Council Key Priorities and Welsh Government Road Safety Framework for Wales 2013.
Consultation:	Access to Services, Finance and Legal.
Recommendation(s):	<p>It is recommended that the External Funding Panel considers the application to Welsh Government for Road Safety (Capital) Grant funding for 2018/19 and allows officers to accept any allocation made associated with the following submissions:</p> <ul style="list-style-type: none">a) The upgrade of 4 existing road safety cameras and the development of mobile enforcement sites;b) The introduction of road safety measures to promote safe travel options in the Portmead/Blaen y Maes area.c) The improvement of a key junction on Trallwn Road.
Report Author:	Jeff Green
Finance Officer:	Jayne James
Legal Officer:	Jonathan Wills
Access to Services Officer:	Ann Williams

1. Introduction

- 1.1 The purpose of this report is to provide information on the application to the Welsh Government for Road Safety (Capital) Grant funding for 2018/19.

2. Detail of Proposals

- 2.1 The Road Safety (Capital) grant enables Local Authorities throughout Wales to bid for funding which is aimed at supporting key initiatives to help meet the road casualty reduction targets identified in The Road Safety Framework for Wales 2013. In particular it is aimed to meet the following casualty reduction targets:

- 40% fewer people killed and seriously injured on Welsh roads
- 25% fewer motorcyclists killed and seriously injured on Welsh roads
- 40% fewer young people (aged 16-24) killed and seriously injured on Welsh roads.

- 2.2 The submission of funding is based upon an application to Welsh Government that occurs during the first quarter of the New Year for funding to be received during the following financial year and beyond. i.e. February 2018 to be delivered during 2018/19.

- 2.3 The initiative links to National Policies such as the Road Safety Framework for Wales 2013, Active Travel (Wales) Act 2013, Learner Travel Statutory Provision and Operational Guidance 2014 and Future Generations (Wales) Act 2015. The overall aim is to reduce road traffic collisions and casualties, create safer communities and promote more sustainable methods of travel.

- 2.4 The initiative also supports the Council's own priorities in that the objective is to reduce road traffic collisions and casualties, whilst safeguarding vulnerable people (Prevention of accidents to children and young people), improving pupil attainment (Involving pupils in the process), tackling poverty and building sustainable communities (Encouraging walking and cycling).

- 2.5 The application for funding in 2018/19 includes bids for the following three projects:

- 1) The upgrade of 4 existing road safety cameras and the development of mobile enforcement sites.
- 2) The introduction of road safety measures to promote safe travel options in the Portmead/Blaen y Maes area.
- 3) The improvement of a key junction on Trallwn Road.

3. Equality and Engagement Implications

- 3.1 An Equality Impact Assessment (EIA) Screening Form has been completed with the agreed outcome that a full EIA report is not required at this stage. This screening will be reviewed if the grant application is approved to ensure we continue to pay due regard to our equality duties.

4. Financial Implications

- 4.1 The application for funding for each of the three schemes for funding in 2018/19 is as follows:

- 1) The upgrade of 4 existing road safety cameras and the development of mobile enforcement sites -£307,100.
- 2) The introduction of road safety measures to promote safe travel options in the Portmead/Blaen-y- Maes area - £390,900.
- 3) The improvement of a key junction on Trallwn Road - £133,500.

- 4.2 The grant, if successful, would provide 100% funding for the planned works.

- 4.3 The upgrade road safety cameras together with the development of enforcement sites includes a commitment to bid for funding in 2019/20 for £119,500 for the purchase of further cameras to support the operation. It should be noted that confirmation of this funding will not be committed as part of this grant process but will be subject to future years bidding.

- 4.4 There are no ongoing financial implications in relation to staff as the grant from the bids will include for design fees which support existing operations within Traffic and Highway Network Management.

- 4.5 The implementation of the work will impact on road maintenance budgets resulting in a modest increase of costs going forward in future years.

5. Legal Implications

- 5.1 The Highways Act 1980 Section 41(1) places a statutory duty of care on the Highway Authority towards road users of all kinds. The Active Travel (Wales) Act 2013 legislates for the provision of routes designed for walking and cycling. The success of this bid will help the Council in meeting its obligations in this regard.

Background Papers:

None

Appendices:

Appendix A EIA Screening Form

Please ensure that you refer to the Screening Form Guidance while completing this form. If you would like further guidance please contact your directorate support officer or the Access to Services team (see guidance for details).

Section 1

Which service area and directorate are you from?

Service Area: Traffic Management and Road Safety

Directorate: Place

Q1(a) WHAT ARE YOU SCREENING FOR RELEVANCE?

Service/ Function	Policy/ Procedure	Project	Strategy	Plan	Proposal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(b) Please name and describe below
Application for Road Safety (Capital) Grant 2018/19

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line service delivery	Indirect front line service delivery	Indirect back room service delivery
<input type="checkbox"/> (H)	<input checked="" type="checkbox"/> (M)	<input type="checkbox"/> (L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they need to	Because they want to	Because it is automatically provided to everyone in Swansea	On an internal basis i.e. Staff
<input type="checkbox"/> (H)	<input type="checkbox"/> (M)	<input checked="" type="checkbox"/> (M)	<input type="checkbox"/> (L)

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING...

	High Impact (H)	Medium Impact (M)	Low Impact (L)	Don't know (H)
Children/young people (0-18) →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group (18+) →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welsh Language →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers) →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community cohesion →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4 HAVE YOU / WILL YOU UNDERTAKE ANY PUBLIC CONSULTATION AND ENGAGEMENT RELATING TO THE INITIATIVE?

YES NO (If NO, you need to consider whether you should be undertaking consultation and engagement – please see the guidance)

If yes, please provide details below

The proposed measures will be advertised in the press prior to construction to enable the public to comment on the developed design.

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?

High visibility <input checked="" type="checkbox"/> (H)	Medium visibility <input type="checkbox"/> (M)	Low visibility <input type="checkbox"/> (L)
--	---	--

(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL'S REPUTATION?
(Consider the following impacts – legal, financial, political, media, public perception etc...)

High risk <input type="checkbox"/> (H)	Medium risk <input type="checkbox"/> (M)	Low risk <input checked="" type="checkbox"/> (L)
---	---	---

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

Yes No **If yes, please provide details below**

Q7 HOW DID YOU SCORE?

Please tick the relevant box

**MOSTLY H and/or M → HIGH PRIORITY → EIA to be completed
 Please go to Section 2**

**MOSTLY L → LOW PRIORITY / NOT RELEVANT → Do not complete EIA
 Please go to Q8 followed by Section 2**

Q8 If you determine that this initiative is not relevant for a full EIA report, you must provide adequate explanation below. In relation to the Council's commitment to the UNCRC, your explanation must demonstrate that the initiative is designed / planned in the best interests of children (0-18 years). For Welsh language, we must maximise positive and minimise adverse effects on the language and its use. Your explanation must also show this where appropriate.

The proposals aim to improve road safety by reducing road traffic collisions and casualties, whilst safeguarding vulnerable people (Prevention of accidents to children and young people), improving pupil attainment (Involving pupils in the process), tackling poverty and building sustainable communities (Encouraging walking and cycling). Whilst a full EIA report is not currently needed, this screening will be reviewed if the grant application is approved to ensure we continue to pay due regard to our equality duties.

Section 2

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 – no electronic signatures or paper copies are needed.

Screening completed by:	
Name:	Jeff Green
Job title:	Road Safety Manager
Date:	12 February 2018
Approval by Head of Service:	
Name:	Stuart Davies
Position:	Head of Highways and Transportation
Date:	12 February 2018

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



**Report of the Director of Place /
Cabinet Member for Environmental Services**

External Funding Panel – 7 March 2018

**Welsh Government Road Safety (Revenue) Grant
Application 2018/19**

Purpose:	Provide information on Welsh Government Road Safety (Revenue) Grant Application 2018/19
Policy Framework:	Emerging Five Council Key Priorities and Welsh Government Road Safety Framework for Wales 2013.
Consultation:	Access to Services, Finance and Legal.
Recommendation(s):	<p>It is recommended that the External Funding Panel considers the application to Welsh Government for Road Safety (Revenue) Grant funding for 2018/19 and allows officers to accept any allocation made associated with the following submission:</p> <p>a) To provide road safety education, training and publicity interventions to help with reducing casualties in high risk and vulnerable road user groups as outlined in this report.</p>
Report Author:	Jeff Green
Finance Officer:	Jayne James
Legal Officer:	Jonathan Wills
Access to Services Officer:	Ann Williams

1. Introduction

- 1.1 The purpose of this report is to provide information on the application to the Welsh Government for Road Safety (Revenue) Grant funding for 2018/19.

2. Detail of Proposals

- 2.1 The Road Safety (Revenue) Grant enables Local Authorities throughout Wales to bid for funding which is aimed at supporting key initiatives to help meet the road casualty reduction targets identified in The Road Safety Framework for Wales 2013. In particular it is aimed to meet the following casualty reduction targets:

- 40% fewer people killed and seriously injured on Welsh roads
- 25% fewer motorcyclists killed and seriously injured on Welsh roads
- 40% fewer young people (aged 16-24) killed and seriously injured on Welsh roads.

- 2.2 The allocation of funding is based upon an application to Welsh Government that occurs during the first quarter of the New Year for funding to be received during the following financial year and beyond. i.e. February 2018 to be delivered during 2018/19.

- 2.3 The initiative links to National Policies such as the Road Safety Framework for Wales 2013, Active Travel (Wales) Act 2013, Learner Travel Statutory Provision and Operational Guidance 2014 and Future Generations (Wales) Act 2015. The overall aim is to provide road safety education, training and publicity interventions to reduce road traffic collisions and thus casualties, in high risk and vulnerable road user groups, create safer communities and promote more sustainable methods of travel.

- 2.4 The initiative also supports the Council's own priorities in that the objective is to reduce road traffic collisions and casualties, whilst safeguarding vulnerable people (Prevention of accidents to children and young people), improving pupil attainment (Involving pupils in the process), tackling poverty and building sustainable communities (Encouraging walking and cycling).

- 2.5 The Welsh Government has already provided an indicative allocation of £128,700 for key road safety initiatives that they will support. However the Council must bid for these initiatives at rates set out by Welsh Government and up to the allocated figure i.e. £128,700. These projects must align with Welsh Government aspirations as set out in the Road Safety Framework for Wales 2013.

- 2.6 The application for funding in 2018/19 includes bids for the following eight road safety education and training initiatives:

1. Kerbcraft – child pedestrian training for 5-7 year olds (1701 places at a total cost of £51,030)
2. Mega Drive – Pre-driver training for 16-18 year olds (100 places at a total cost of £2,600)
3. Rider Safe – Motorcycle training for 16-24 year olds targeting new moped and low powered 2 wheel riders (60 places at a total cost of £8,100)
4. Bikesafe – Motorcycle assessment for post-test riders in conjunction with South Wales Police (40 places at a total cost of £2,400)
5. Dragon Rider – Motorcycle DVSA training for post-test riders (40 places at total cost of £5,400)
6. Pass Plus Cymru – Post-driver training for newly qualified drivers aged 17-24 (110 places at a total cost of £15,180)
7. National Standards Cycle Training – Levels 1&2 for pupils aged 10/11years and Level 3 for more advanced cyclists aged 16 + (992 places at a total cost of £41,664)
8. Drive for Life – Driver refresher training for drivers aged 65+ (40 places at a total cost of £2,320)

3. Equality and Engagement Implications

- 3.1 An Equality Impact Assessment (EIA) Screening Form has been completed with the agreed outcome that a full EIA report is not required at this stage. This screening will be reviewed if the grant application is approved to ensure we continue to pay due regard to our equality duties.

4. Financial Implications

- 4.1 The application for funding to deliver the eight schemes is for a total of £128,694 which is within the total of the Welsh Government allocation of £128,700.
- 4.2 The grant, if successful, would provide 100% funding for the planned initiatives.
- 4.4 There are no ongoing financial implications in relation to staff as the grant allocation will cover costs where appropriate for officers from Traffic and Highway Network Management to deliver the initiatives listed in item 2.6 of this report.
- 4.5 It should be noted that officers within the Traffic and Network Management Group who oversee these road safety initiatives are funded by the Council's ongoing revenue budget.

5. Legal Implications

- 5.1 The Highways Act 1980 Section 41(1) places a statutory duty of care on the Highway Authority towards road users of all kinds. The Active Travel (Wales) Act 2013 legislates for the provision of routes designed for walking and cycling. The success of this bid will help the Council in meeting its obligations in this regard.
- 5.2 The Highways Act 1988, Section 39(3), makes provision for the Highway Authority to carry out studies into accidents and take steps to both reduce and prevent accidents.
- 5.3 The Education and Training initiatives highlighted in this report help to meet this duty to reduce and prevent road traffic accidents.

Background Papers:

None

Appendices:

Appendix A EIA Screening Form

Please ensure that you refer to the Screening Form Guidance while completing this form. If you would like further guidance please contact your directorate support officer or the Access to Services team (see guidance for details).

Section 1

Which service area and directorate are you from?

Service Area: Traffic Management and Road Safety

Directorate: Place

Q1(a) WHAT ARE YOU SCREENING FOR RELEVANCE?

Service/ Function	Policy/ Procedure	Project	Strategy	Plan	Proposal
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(b) Please name and describe below

Application for Road Safety (Revenue) Grant 2018/19

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line
service delivery

(H)

Indirect front line
service delivery

(M)

Indirect back room
service delivery

(L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they
need to

(H)

Because they
want to

(M)

Because it is
automatically provided to
everyone in Swansea

(M)

On an internal
basis
i.e. Staff

(L)

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING...

	High Impact (H)	Medium Impact (M)	Low Impact (L)	Don't know (H)
Children/young people (0-18) →	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group (18+) →	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welsh Language →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers) →	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community cohesion →	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4 HAVE YOU / WILL YOU UNDERTAKE ANY PUBLIC CONSULTATION AND ENGAGEMENT RELATING TO THE INITIATIVE?

YES

NO

(If NO, you need to consider whether you should be undertaking consultation and engagement – please see the guidance)

If yes, please provide details below

The measures are undertaken in collaboration with emergency services, schools and colleges in order to promote road safety. This involves training, presentations and discussions with service users.

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?

High visibility <input checked="" type="checkbox"/> (H)	Medium visibility <input type="checkbox"/> (M)	Low visibility <input type="checkbox"/> (L)
--	---	--

(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL'S REPUTATION?
(Consider the following impacts – legal, financial, political, media, public perception etc...)

High risk <input type="checkbox"/> (H)	Medium risk <input checked="" type="checkbox"/> (M)	Low risk <input type="checkbox"/> (L)
---	--	--

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

Yes No **If yes, please provide details below**

Q7 HOW DID YOU SCORE?

Please tick the relevant box

**MOSTLY H and/or M → HIGH PRIORITY → EIA to be completed
Please go to Section 2**

**MOSTLY L → LOW PRIORITY / NOT RELEVANT → Do not complete EIA
Please go to Q8 followed by Section 2**

Q8 If you determine that this initiative is not relevant for a full EIA report, you must provide adequate explanation below. In relation to the Council's commitment to the UNCRC, your explanation must demonstrate that the initiative is designed / planned in the best interests of children (0-18 years). For Welsh language, we must maximise positive and minimise adverse effects on the language and its use. Your explanation must also show this where appropriate.

The proposals aim to continue the already established educational, training and publicity initiatives intended to improve road safety and reduce road casualties on the highway network particularly for vulnerable road users. This helps to meet the Council's key priorities i.e. Prevention of accidents to children and young people, improving pupil attainment (Involving pupils in the process via presentations and discussions), tackling poverty and building sustainable communities (Encouraging walking and cycling). It also assists in achieving the WG road safety casualty reduction targets as set out in the Road Safety Framework for Wales 2013.

The Road Safety (Revenue) element of this grant includes 8 applications for the Welsh Government to consider, however this is limited to the amount of funding WG has allocated for Swansea (£128,700) during 2018/19. Those initiatives listed below and marked thus* are designed and planned in the best interests of children (0- 18 years old):

- Kerbcraft – child pedestrian training for 5-7 year olds (1701 places)*
- Mega Drive – Pre-driver training for 16-18 year olds (100 places)*
- Rider Safe – Motorcycle training for 16-24 year olds targeting new moped and low powered 2 wheel riders (60 places) [*part]
- Bikesafe – Motorcycle assessment for post-test riders in conjunction with South Wales Police (40 places)
- Dragon Rider – Motorcycle DVSA training for post-test riders (40 places)
- Pass Plus Cymru – Post-driver training for drivers aged 17-24 (110 places) [*part]
- National Standards Cycle Training – Levels 1&2 for pupils aged 10/11years and Level 3 for more advanced cyclists aged 16 + (992 places)*
- Drive for Life – Driver refresher training for drivers aged 65+ (40 places)

Section 2

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 – no electronic signatures or paper copies are needed.

Screening completed by:	
Name:	Jeff Green
Job title:	Road Safety Manager
Date:	16 February 2018
Approval by Head of Service:	
Name:	Stuart Davies
Position:	Head of Highways and Transportation
Date:	16 February 2018

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



Report of the Director of People

External Funding Panel - 7 March 2018

Swansea Compact Fund 2018/19

Purpose:	To decide upon the deferred application to a one-off round of funding of the Swansea Compact Fund 2018/19
Policy Framework:	Medium Term Financial Plan; Sustainable Swansea – fit for the future
Consultation:	Finance, Legal, Access to Services.
Recommendation(s):	It is recommended that: 1) External Funding Panel decide on of the listed deferred application ‘Swansea City of Sanctuary’ for 2018/19
Report Author:	Spencer Martin
Finance Officer:	Chris Davies
Legal Officer:	Sandie Richards
Access to Services Officer:	Sherill Hopkins

1. Introduction

1.1 Background, Swansea Compact Fund

The Swansea Compact Fund is a single year open funding round to enable the transition from the Swansea Change Fund to a commissioned funding programme, with a small open round open to all Third Sector groups. The funding is not related to the previous Change Fund – although some of the applicants have previously been supported by the fund all groups have been made aware for three years the Change fund will end and have had sufficient time to plan exit strategies.

During 2018, we will work with the sector and citizens to co-produce contract specifications based on need. These will be advertised on Sell 2 Wales and go through the procurement process. Contracts will be awarded to the

successful Third Sector applicants measured against specific service delivery arrangements and outcomes.

At the panels previous meeting on 5th January 2018 members deferred decision on the application from City of Sanctuary for Further information.

2. Open Funding Round

Decision were made on 22 of the 23 application to the Compact fund on 5th January 2018 – this report presents the deferred application updates for decision

3. Application

3.1 The Application from City of Sanctuary was deferred for clarification on the aims of the project and the proposed outcomes, the £7,500 full amount requested has been earmarked in the budget in anticipation of the Panels decision.

3.2 The original application is summarised in **Appendix A**.

3.3 The Update which includes further information on the project for 2018 and offers new targets is attached as **Appendix B**.

4. Recommendations

4.1 The External Funding Panel decide on Swansea City of Sanctuary bid to Compact Fund 2018/19.

5. Equality & Engagement Implications

5.1 Panel discussions will be required to include consideration of the equality impacts of funding applications in relation to the protected characteristics contained within the Equality Act 2010.

6. Financial Implications

6.1 Swansea Compact funding is allocated in line with budget available. A full allocation of the £7,500 requested by the City of Sanctuary is within the Compact Budget for 2018/19

7. Legal Implications

7.1 The External Funding Panel is a decision making panel as ratified by Cabinet at its meeting of 18th November 2014.

Background Papers: None.

Appendices:

Appendix A - Summary Original application 'City of Sanctuary' – Swansea Compact Fund 2018/19

Appendix B - Updated information as supplied by Swansea City of Sanctuary

Appendix A

05: City of Sanctuary - Project, Securing the future of Swansea as a City of Sanctuary

Grant Total: £7,500

The group: Are a volunteer led organisation operating since 2000. They co-ordinate and promote the vision for Swansea as a place of safety.

The project: The group are seeking core costs to continue to be the management committee of the CoS status once the groups lottery funding ends in 2018

Stated Corporate Plan Priorities: Safeguarding People, Improving Education and Skills, Tackling poverty.

Expenditure	£
Staff costs including on costs or consultancy	7500
Expenses – travel etc	400
Events	600
Stationary, printing etc	600
Total Expenditure (a)	£9,100
Income (include status - Secured, Awaiting Decision or still to be raised)	
Donations. Over last two years we have secured donations which have allowed us to pay for asylum seeker expenses in relation to the work of the management committee, an £800 contribution to the comic relief project, a peer research project relating to the Welcome to Swansea Project and other incidental expenses as well as build up a small surplus. We would seek to continue to encourage individuals and organisations to donate to us cover some the expenses related to this project.	£1,600
Total Income (b)	£1,600
Total Amount to be met by Change grant (a-b)	*£7,500

Project Outputs	
Target No 1	<p>Work to ensure sustainability of S CoS .</p> <ul style="list-style-type: none"> • S CoS Management Committee strengthened. The target would be to recruit at least 3 people who are able and willing to provide leadership and take responsibility. • Put a succession plan in place for the Committee which will be tried and tested and can be used in future years. • Investigate further mechanisms and procedures for obtaining funding in partnership with other organisations which will take the lead in provision of services. This may involve S CoS piloting innovative projects to prove that they are needed, useful and work. • We regularly organise networking meetings to which our pledged members and volunteers are invited. The target for this project is to run 2

	networking meetings jointly with partners to encourage others to take over some of the work we currently undertake. For example: pledged organisations could organise the networking meetings and ways could be developed so that some of our processes around pledging could be digitalised.
Target No 2	Management Committee will have support to enable it to co-ordinate and evaluate other projects to ensure that the Asylum Seeker and local community needs are being met and that with the City we move towards achieving the vision and aims of Swansea as a City of Sanctuary. Our target would be an end of year evaluation on what has been learnt and service gaps that need to be addressed for discussion with the City and County of Swansea and other partners and developing an action plan.

Exit Strategy provided by the applicants:

“The main reason for applying for this grant is to try to achieve sustainability not only financially but also in terms of governance and delivering the aims of the organisation.

Financial Sustainability would be achieved through reducing the need for us to find direct funding for services and further development of partnerships as previously described. One of the ways we work is to trial projects and if they are successful and needed we then look for other organisations to take them on. We have shown that we can do this as we were able to ensure that both the Advocacy Project and Sanctuary Speakers were included in a number of organisations’ bids for the Welsh Government funded Asylum Rights Project. As a result our intervention has secured these projects for 3 years in Swansea through the successful bid from Welsh Refugee Council. .

However, we would be unable to do this work without making the Management Committee more sustainable which is why the main priority for this project would be to meet the targets relating to the Management Committee.”

Departmental/Officer Comments:

The project will allow the group to seek funding for its Management committee, whilst enabling them to fulfil and monitor their funded projects. Good to see a focus on Succession planning and focus on sustainability

Swansea Compact Fund

Application 2018 – 2019

Further Information from Swansea City of Sanctuary

Further to the application submitted in November 2017 we are pleased to provide further information regarding our proposal.

The main purpose of our bid is to ensure sustainability for Swansea City of Sanctuary's activities when the current lottery funded project finishes in June 2018. Our activities achieve various outputs to the benefit of Swansea communities, contributing to three of the five Council priorities identified in the well-being objectives as described in our original application (Safeguarding, Improving Education and Skills and Tackling Poverty).

SCoS is part of a UK-wide network of independent grass-roots voluntary organisations dedicated to promoting a culture of welcome for asylum seekers and refugees. We carry this out through the following main activities:

- gathering pledges of welcome from local organisations and working with them to turn the pledge into practical support;
- encouraging individuals, both locals and asylum seeker and refugees, to join the welcome movement, and finding voluntary support roles for them;
- organising events which bring asylum seekers together with other local people;
- acting as umbrella and facilitating networking between refugee support organisations;
- specific projects to meet gaps in need, in partnership with other organizations.

Over the years, Swansea City of Sanctuary has undertaken a number of significant developments in Swansea, sometimes working in partnership with other organisations. For instance, we have been instrumental in securing and overseeing two, 3 year lottery funded projects bringing resources and employment to Swansea (total value of around £750,000). We continue to undertake new developments, some of which are ground breaking (see first example 1 below). If it were not for the work of the voluntary committee members, these developments would not exist. For example:

- Negotiating with Gwalia Housing to develop a property to house destitute asylum seekers and refugees who have recently been given leave to remain in the UK who often become homeless while waiting for their papers such as NI number. The project will reduce homelessness in Swansea and provide a model that could be taken forward as a way to support other groups of vulnerable people.
- Working with Gower College to improve accessibility to education for asylum seekers by finding funding for course fees and transport. Access to education improves wellbeing and future prospects, thus potentially reducing unemployment when asylum seekers are given leave to remain.
- Working closely with WLGA Strategic Migration Partnership to improve the standard of housing and repairs to the homes where asylum seekers live in Swansea. As a result of this work there have been and continue to be

improvements in the standard of homes (eg various repairs/ improvements and adopting appropriate fire standards) which as well as improving the wellbeing and health for the occupants, positively impacts on the local communities in which the homes are situated.

If we are successful in this bid, the money would be used flexibly to employ a person to support the volunteer management committee for around 50 days through the difficult period of change after the end of the current funded project. In particular, there would be three aspects to the work. These all focus on sustainability and ensuring that people seeking sanctuary can access appropriate services in Swansea, whilst supporting effective integration which benefits to the whole community.

1. **Leadership Development** The work of Swansea City of Sanctuary would not exist without the dedication of a small group of volunteer management committee members. In order to maintain the status of Swansea as a City of Sanctuary and to continue the type of innovative voluntary work mentioned above we need to ensure the sustainability of this committee. The worker funded through the Change Fund would put processes in place to find new recruits who can take over responsibility for this work when the current lead members, some of whom have led SCoS since its inception, retire from the committee sometime during the next 24 months. They will also ensure committee members have appropriate training and skills to provide leadership and build on Swansea City of Sanctuary's existing strengths. This will enable us to better take up future opportunities to improve the experience of people seeking sanctuary in Swansea and the receiving community.

2. **Future Proofing and Achieving Our Vision**

The worker would investigate mechanisms for future funding and partnerships which would enable Swansea CoS to continue to deliver and support welcome activities. This would include:

- Securing mid-term financial security for the Welcome to Swansea project, which matches around 120 newly arrived asylum seekers with volunteer mentors every year. Mentors support participants to access services and activities relevant to them, supporting quicker and more effective integration.
- Working with our 100+ pledged member organisations so that they take proactive steps towards achieving the vision. This may include organising our networking meetings, which promote joined up services for asylum seekers and refugees, or holding thematic workshops on matters such as health and education.
- Developing ways in which some of our processes and information could be digitalised allowing organisations to share information and to update their information on our records. This would make it easier for local community groups and individuals to support asylum seekers and refugees as the wealth of information we currently hold would be available online.

3. **Meeting future needs for the Council and asylum seekers in Swansea.** During the course of the current lottery funded project, input from the committee has ensured that the most important aspects of the project's work are continued when the project ends. However, this has involved splitting our work into various smaller projects. For instance, from April 2018, our

awareness-raising sessions in partnership with volunteer Sanctuary Speakers will be supported through a part-time Wales-wide post at DPIA for 2 years, funded by the Welsh Government through the Welsh Refugee Council's Asylum Rights Programme. This means that the work to dispel myths and create better community relations will continue. We have also developed a partnership with SCVS which provided funding is obtained will ensure that the Welcome to Swansea project continues. Both of these projects, as well as the newly formed Advocacy Forum, are central to the Council's and our vision of Swansea as a City of Sanctuary so it is crucial that we have some oversight of their progress. The worker will coordinate this monitoring so that the committee can identify emerging needs and make plans for future developments to meet the needs of people in Swansea.

Targets to Monitor

1. 5 new active volunteers for Swansea City of Sanctuary's Management Committee, taking account of different communities (of interest/ geography) in Swansea, over the course of 2 years
2. Committee members trained as appropriate in chairing, volunteer management, project management, bid writing, community development and/or digital communications to support the ongoing sustainability of SCoS activities.
3. Mid-term (2-5 years) financial security for the Welcome to Swansea project, which will be delivered in partnership with SCVS. At least 200 asylum seekers are able to access the mentoring service each year
4. Pledged organisations organise networking meetings and thematic workshops to support the sharing of best practice and address common issues.
5. Swansea City of Sanctuary pledge process is available digitally and pledged organisations are able to share information about their services and activities with each other and the community in a digital format.
6. Committee are kept fully informed about developments in ongoing projects in which Swansea City of Sanctuary is a partner and use this information to identify unmet needs and develop responses.



Report of the Chief Social Services Officer

External Funding Panel – 7 March 2018

Winter Pressures Grant

Purpose:	To advise the Panel of the award of Funding in relation to supporting delivery of Social Services over the winter period 2017-18
Policy Framework:	Social Service and Well-Being (Wales) Act 2014 Government of Wales Act 2006 Regulation and Inspection of Social Care (Wales) Act 2015
Consultation:	Access to Services, Finance, Legal.
Recommendation(s):	It is recommended that the Panel notes the implications contained in this report and retrospectively approves the acceptance of the Grant.
Report Author:	Alex Williams
Finance Officer:	Chris Davies
Legal Officer:	Caritas Adere
Access to Services Officer:	Sherril Hopkins

1. Introduction

- 1.1 The purpose of this paper is to provide an overview of the Award of Funding in relation to supporting delivery of Social Services over the winter period 2017-18.

2. The Grant

- 2.1 Welsh Government awarded this grant directly and did not require an application from the Council. Allocations have been offered to all Welsh Councils. The offer is for £795,988 and covers the period to the 31st of March 2018.

2.2 The purpose of the funding is to support delivery of Social Services over the winter period 2017-18 through:

- Domiciliary care packages from January 1st to March 31st 2018;
- Care and repair services for minor home adaptations and equipment to facilitate discharge and maintain independence;
- Short-term residential care and use of step down beds to facilitate both discharge and transition from hospital to home.

2.3 The Cabinet Member was informed and consulted before the Council accepted the grant offer. Due to the short timescales for acceptance imposed by Welsh Government, this report is provided to Members for their information.

4. Equality and Engagement Implications

4.1 There are no equality or engagement implications associated with this report.

5. Financial Implications

5.1 This funding will help support the Council's financial commitments in this key area.

6. Legal Implications

6.1 Generally the terms attached to Grant Funding are legally binding and should be formally recorded in an appropriate document/contract with external delivery partners as required.

6.2 Procurement rules (both EU and the Council's) will have to be fully complied with in all respects in relation to services or the procurement of services from external delivery agents.

Background Papers: Grant Offer Letter dated 14th February 2018.

Appendices: None



Report of the Director of Place

External Funding Panel – 7 March 2018

Local Transport Fund & Local Transport Network Fund Bid 2018/19

Purpose:	To approve the funding application for the Local Transport Fund 2018/19
Policy Framework:	Joint Transport Plan for South West Wales (2015 – 2020)
Consultation:	Access to Services, Finance, Legal.
Recommendation(s):	It is recommended that the External Funding Panel approve the Local Transport Fund 2018/19 application.
Report Author:	Ben George
Finance Officer:	Ben Smith
Legal Officer:	Debbie Smith
Access to Services Officer:	Catherine Window

1. Introduction

- 1.1 A funding bid for the Local Transport Fund & Local Transport Network Fund (LTF & LTNF) was submitted to the Welsh Government on 25th January 2018 in accordance with guidance from the Welsh Government.
- 1.2 The guidance stated that there was a total funding pot of £10million for the Local Transport Fund and £4million for the Local Transport Network Fund in 2018/19. This funding is available to all Welsh Local Authorities. The Welsh Government elected not to set a maximum value for the each scheme, but rather suggested that bids in excess of £1.5million would be considered only in exceptional circumstances. Whilst match funding is not a requirement of the funding bids, it was made clear that those schemes that benefited from match funding would be more likely to receive an LTF allocation.

- 1.3 This report seeks the retrospective approval of the External Funding Panel.
- 1.4 It was not possible to seek approval from the External Funding Panel prior to the submission of the bid 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 Services was however sought and granted prior to the completion of the bids.

2. Submitted Bids

- 2.1. The City & County of Swansea submitted four bids totalling £3.388million 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 LTF and LTNF Bids 2018/19

Scheme	Total LTF/ LTNF (£k)	Match Funding (£k)	Total Project Costs (£k)
South West Wales Metro (LTF)	788	0	788
Fabian Way (Baldwins Bridge) (LTF)	1100	0	1100
Active Travel Scheme Development (LTF)	356	0	356
Strategic Bus Corridors(LTNF)	1144	0	1144
Total	3388	0	3388

3. Details of Proposed Schemes - LTF

- 3.1 The projects included in the bids for Local Transport Funding 2018/19 are summarised below.
- 3.2 South West Wales Metro: The proposal for a South West Wales Metro was first announced by the First Minister for Wales during a plenary session at the National Assembly for Wales in December 2016. This initial announcement was further substantiated by the Cabinet Secretary for Economy and Transport at a plenary session in December 2017.
- 3.3 The Welsh Government has effectively charged the City & County of Swansea to develop a concept and business case for a Metro-type system for South West Wales. It is expected that this concept will draw together a multimodal transportation system to cater for the evolving transport needs for Swansea Bay and South West Wales.
- 3.4 Transportation Officers commenced early analysis and assessment of current and future population growth and transport demands in 2017/18,

and this next phase of work will move to establish a formal concept for Swansea and its neighbouring Local Authorities.

3.5 The output from this work is also likely to play a prominent role in assembling the various policy documents that will be required in the refresh of the Joint Local Transport Plan in 2020.

3.6 A total of £788,000 has been bid for, which is expected to deliver the following elements:

- Project Coordination resource
- Business Case Development
- Strategy Review & Renewal
- Regional Travel Pattern Survey
- Regional Transport Modelling
- Congestion Analysis
- Branding

3.7 Fabian Way (Baldwins Bridge): The wider Fabian Way Corridor was subject to a Strategic Outline Business Case in 2016/17. The business case appraised the infrastructure needs of the Corridor for the next twenty years and Baldwins Bridge was identified as the most significant infrastructure investment needed for the Corridor. A bid of £1,100,000 has been submitted to support the ongoing development of a new junction to replace the Baldwins Bridge junction, and to contribute towards the expansion of Fabian Way Park & Ride.

3.8 The existing Baldwins Bridge junction is considered to be in need of extensive works to extend the life of the bridge for the coming decades. Aside from its deteriorating condition, the current structure is preventing the development of adjacent plots of land, as its short and tight slip roads are such that access is constrained. The improvement of this junction would have a particular bearing upon the further development and expansion of the Swansea University Bay Campus, as well as the proposed Tidal Lagoon development.

3.9 The recommended option for this scheme is estimated to cost approximately £20million. It is readily recognised that this is beyond the financial means of the Council at present, and Council Officers have therefore been working in close partnership with Neath Port Talbot CBC and the Welsh Government in order to secure a combined funding solution for this important infrastructure improvement. The bridge has been the subject of considerable design work over the past two financial years and a detailed business case was completed in 2017/18.

3.10 The bid for 2018/19 proposes funding for two principal elements in respect of Baldwins Bridge:

- Land purchase to support the development of the junction (£1million);

- Development of a marketing package to improve engagement with potential funders (£30k).
- 3.11 The bid also seeks a contribution of £70k to part fund the expansion of the Fabian Way Park & Ride site. The site opened in 2003 and has been an important part of the transport strategy for the city centre in the successive years. The recent growth of the Swansea University Bay Campus and the impending arrival of the University of Wales Trinity St David in SA1, are serving to greatly increase the demand at this site. It is therefore proposed that the current site be expanded using land immediately opposite the existing site, which was purchased previously by the Council using Transport Grant funding.
- 3.12 Active Travel Scheme Development: 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 allocated £5million across Wales in 2018/19 to support the development of schemes. This funding is therefore distributed across the 22 local authorities in Wales and the Welsh Government has made an indicative funding allocation of £356k to the City & County of Swansea for 2018/19 to support the development of active travel schemes.
- 3.13 The indicative allocation is proposed to be utilised to develop ten active travel schemes in 2018/19. Each of the schemes will seek to build on the established walking and cycling networks within the City & County of Swansea, by delivering new infrastructure to link to the residential areas.
- 3.14 The ten schemes included for Active Travel Scheme Development are described below:
- 3.15 *Clyne Common Link Shared Use Path:* The scheme would deliver a 2.4km shared use path between Mayals and Bishopston, crossing the Clyne Common. The route across the Common does not presently benefit from any provision for pedestrians and cyclists and the establishment of a shared use footway would therefore be a considerable improvement in the active travel provision for the area.
- The proposal for this link has garnered significant local support in recent months and some funding was received from the Safe Routes to Community Fund in 2017/18. This allowed the initial development of the route, and it is proposed that the LTF allocation would be used to further this development.
- 3.16 *Cwm Level Shared Use Path:* A 1.1km route linking Liberty Stadium and NCN43 to existing provision at Brynhyfyd Square and Eaton Road.
- 3.17 *Kingsbridge Link:* The delivery of the Kingsbridge Cycle Link, which will provide an off-road connection between Gowerton and Kingsbridge for the communities of Kingsbridge, Gorseinon and Grovesend which will link to the National Cycle Network Route 4.

- 3.18 *Llansamlet Link*: This project will link with off-road provision for pedestrians and cyclists that were completed in 2016/17 by Neath Port Talbot CBC. A new section of shared use path would provide new access to Llansamlet Railway Station and Swansea Vale from Birchgrove and Skewen.
- 3.19 *Morrison Riverside Links*: This element of the project would deliver a small enhancement to existing pedestrian and cycle routes within Morrison, as well as providing a new link from M4 Junction 45 into National Cycle Network Route 43.
- 3.20 *North Gower Trail*: This 1.1km shared use path would link Gowerton to Penclawdd, forming the first substantive link into the Gower Peninsular. An existing section of route was constructed by Sustrans and opened in 2007. This project would fill in the missing link that remains. This work will complement the work that is being bid for via the Safe Routes in Communities Fund.
- 3.21 *Pontarddulais Link*: Pontarddulais is the largest distinct settlement within the City & County of Swansea, which does not benefit from a link to the National Cycle Network. The missing link would be approximately 1.8km in length and will need to cross the District Railway Line and the M4 motorway. A preferred route has been previously identified and this fund would seek to secure land and enable detailed design of the route.
- 3.22 *Swansea Vale Link*: This improvement would deliver a shared use path adjacent to the Swansea Vale Spine Road between Tir Canol Bridge and Gwernllwynchwyth Road. The route length would be 2.6km. This would facilitate an off-road link to local cycle routes, NCN43 and east-west walking and cycling movements.
- 3.23 *Trallwn Link*: This link would provide a shared use path to link the Upper Bank Cycle Route to the community of Winch Wen and Trallwn. This off-road route, measuring approximately 1.5km will be invaluable in linking this community to established strategic cycling infrastructure.
- 3.24 *Walter Road*: This particular road has been well frequented by cyclists for a number of years as it provides one of the main arterial routes into the city centre for both commuters and the large resident student population situated immediately to the west. The length of route would be approximately 1km.

4. Details of Proposed Schemes – LTNF

- 4.1 The projects included in the bids for Local Transport Network Funding 2018/19 are summarised below.
- 4.2 Strategic Bus Corridors: The City & County of Swansea was successful in securing 30% of the total funding pot in 2017/18. The Council has therefore

submitted a second complementary bid, seeking to further this successful investment into 2018/19.

- 4.3 This bid will deliver a suite of bus corridor improvements. The bid is split into seven constituent parts; these are summarised below:
- 4.4 *MOVA & MESH Upgrades*: These two systems upgrades enable intelligent and wireless operation of the traffic signals to which they are installed. This improvement greatly improves efficiency at these junctions whilst also enabling remote access to their working from the control centre in Civic Centre. These upgrades will be applied to ten junctions on the Gower Road and Mumbles Road Corridors as well as three junctions in Gowerton.
- 4.5 *Kings Road Bus Gate*: A bus gate will be installed to give priority to the bus public transport movements within the SA1 Waterfront site.
- 4.6 *Broadway Feasibility*: The Council has secured funding from Gower College for the improvement of local transport infrastructure. It is proposed that, if successful, funding from this bid will be used to undertake a feasibility study to determine which improvements would provide the greatest benefit.
- 4.7 *Bus Hub Interchanges*: These improvements are spread across seven sites, and deliver a range improvements including upgraded passenger waiting facilities at bus stops, as well as passenger information facilities.
- 4.8 *Bus Station Amendments*: The changes at the bus station would install additional electronic passenger information screens and make changes to the staffed information resources. The staff who are currently seated at the information desk will be equipped with tablet PCs to enable them to information and customer advice from the passenger concourse itself.
- 4.9 *Public Transport Map*: The former public transport map was very popular and well received. This funding element would fund the refresh and reprinting of this invaluable public transport information resource.
- 4.10 *Dyfatty Junction Improvements*: Development of the Dyfatty Junction was included as part of a Safe Routes in Communities bid in 2016/17. The subsequent works delivered an options appraisal for the junction and the Council now has a preferred option to configure this junction. It is proposed that further funding from the Local Transport Network Fund would be used to further the development of the junction reconfiguration by commencing its detailed design and land purchase.

5. Equality and Engagement Implications

- 5.1 If approved, the projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right. These transport infrastructure projects will all serve to improve public amenity, connectivity and access 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.

6. Financial Implications

- 6.1 The schemes described in this report, rely upon the Local Transport Fund and Local Transport Network Fund to provide 100% grant funding to secure their delivery.

7. Legal Implications

- 7.1 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.

- 7.2 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.

- 7.3 Land agreements whether by purchase or lease will be in place prior to the commencement of scheme construction and delivery.

- 7.4 Planning Consents may be required for the following schemes:

- a. Baldwins Bridge: Planning Consent will be required to ultimately facilitate the delivery of this project.
- b. Active Travel Scheme Development: works to deliver the active travel schemes may require land purchase and planning consent where the works fall outside of the permitted development regulations and Council land ownership.
- c. Strategic Bus Corridors: The vast majority of this scheme involves changes to the highway network and as such would fall under permitted development and would not therefore require a planning application. The scheme may however require planning applications where bus shelters are installed at new sites, particularly those that will host advertising panels. Planning Permission will therefore be sought as appropriate.

- 7.5 Separate legal advice will need to be sought regarding any contract and procurement issues relevant to the schemes.

Background Papers: Local Transport Fund Bid Documents

Appendices:

Appendix A – Equality Impact Assessment Screening

Please ensure that you refer to the Screening Form Guidance while completing this form. If you would like further guidance please contact your directorate support officer or the Access to Services team (see guidance for details).

Section 1

Which service area and directorate are you from?

Service Area: Highways & Transportation

Directorate: Place

Q1(a) WHAT ARE YOU SCREENING FOR RELEVANCE?

Service/ Function	Policy/ Procedure	Project	Strategy	Plan	Proposal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(b) Please name and describe below

Local Transport Fund Bids 2018/19

Q2(a) WHAT DOES Q1a RELATE TO?

Direct front line service delivery	Indirect front line service delivery	Indirect back room service delivery
<input checked="" type="checkbox"/> (H)	<input type="checkbox"/> (M)	<input type="checkbox"/> (L)

(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS...?

Because they need to	Because they want to	Because it is automatically provided to everyone in Swansea	On an internal basis i.e. Staff
<input checked="" type="checkbox"/> (H)	<input checked="" type="checkbox"/> (M)	<input checked="" type="checkbox"/> (M)	<input type="checkbox"/> (L)

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING...

	High Impact (H)	Medium Impact (M)	Low Impact (L)	Don't know (H)
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any other age group (18+)	<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"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Welsh Language	<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"/>
Carers (inc. young carers)	<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"/>

Q4 HAVE YOU / WILL YOU UNDERTAKE ANY PUBLIC CONSULTATION AND ENGAGEMENT RELATING TO THE INITIATIVE?

YES NO (If NO, you need to consider whether you should be undertaking consultation and engagement – please see the guidance)

If yes, please provide details below

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

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?

High visibility <input checked="" type="checkbox"/> (H)	Medium visibility <input type="checkbox"/> (M)	Low visibility <input type="checkbox"/> (L)
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(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL’S REPUTATION?
(Consider the following impacts – legal, financial, political, media, public perception etc...)

High risk <input type="checkbox"/> (H)	Medium risk <input checked="" type="checkbox"/> (M)	Low risk <input type="checkbox"/> (L)
---	--	--

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 Team)

Q7 HOW DID YOU SCORE?

Please tick the relevant box

**MOSTLY H and/or M → HIGH PRIORITY → EIA to be completed
Please go to Section 2**

**MOSTLY L → LOW PRIORITY / NOT RELEVANT → Do not complete EIA
Please go to Q8 followed by Section 2**

Q8 If you determine that this initiative is not relevant for a full EIA report, you must provide adequate explanation below. In relation to the Council’s commitment to the UNCRC, your explanation must demonstrate that the initiative is designed / planned in the best interests of children (0-18 years). For Welsh language, we must maximise positive and minimise adverse effects on the language and its use. Your explanation must also show this where appropriate.

If approved, the projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right. These transport infrastructure projects will all serve to improve public amenity, connectivity and access 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.

Section 2

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 – no electronic signatures or paper copies are needed.

Screening completed by:
Name: Ben George
Job title: Transport Strategy
Date: 15/02/2018
Approval by Head of Service:
Name: Stuart Davies
Position: Head of Service, Highways & Transportation
Date: 15/02/2018

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



Report of the Swansea Museum Manager

External Funding Panel – 7 March 2018

Swansea Museum - Welsh Government Transformation Fund 18/19

Purpose: The report presents the information in regard to an application for Transformation Funding for Swansea Museum

Report Author: Barry Hughes, Museum Manager

Finance Officer: Gaynor Windsor

Legal Officer: N/A

Access to Services Officer: Catherine Window

For Information

1. Background

1.1 Transformation Funding is a capital funding programme administered by Museums, Archives and Libraries division of Welsh Government. Culture & Tourism Section submitted an Expression of Interest which was approved to allow a full application. The total bid is for £194,836 from WAG and £21,648 match fund from Culture & Tourism section

1.2 The project aims to make Swansea Museum more sustainable in the long term through improving access to the reception and thoroughfare and in a strategic partnership with Swansea University return the former library and reading rooms back to a permanent gallery dedicated to science and the natural world.

1.3 The project will return the old library and reading rooms, now a temporary exhibition space, into a permanent gallery. This will enable the museum to be more sustainable under the new reduced staff structure by running 1 rather than 2 large temporary exhibition spaces. The museum will also be able to use more of the reserve collection in storage freeing up space ready for the potential Penderyn Whisky display as part of the overall Hafod Copperworks HLF project.

The refurbishment will:

- Engage new audiences and diverse community groups
- Improve access and the overall visitor experience
- Increase access to the collections
- Create new challenging and engaging displays
- Link the new displays and interpretation within the museum to displays and planting in the museum garden
- Purchase new conservation grade secure cases
- Create new learning opportunities for both families and core users
- Develop family friendly activity spaces within the gallery and garden
- Develop a new programme for schools
- Integrate new technology into the gallery including a dedicated computer terminal with access to websites such as the People's Collection

2. Equality and Engagement Implications

- 2.1 EIA Screening was undertaken and a full EIA was not considered relevant.

3. Legal Implications

- 3.1 There are no legal implications.

4. Financial Implications

- 4.1 There are no financial implications

Background papers:

None

Appendices:

None



Report of the Head of Legal, Democratic Services & Business Intelligence

External Funding Panel – 7 March 2018

Exclusion Of The Public

Purpose:	To consider whether the Public should be excluded from the following items of business.	
Policy Framework:	None.	
Consultation:	Legal.	
Recommendation(s):	It is recommended that:	
1)	The public be excluded from the meeting during consideration of the following item(s) of business on the grounds that it / they involve(s) the likely disclosure of exempt information as set out in the Paragraphs listed below of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007 subject to the Public Interest Test (where appropriate) being applied.	
	Item No.	Relevant Paragraphs in Schedule 12A
	13	14
Report Author:	Democratic Services	
Finance Officer:	Not Applicable	
Legal Officer:	Tracey Meredith – Head of Legal, Democratic Services & Business Intelligence (Monitoring Officer)	

1. Introduction

- 1.1 Section 100A (4) of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007, allows a Principal Council to pass a resolution excluding the public from a meeting during an item of business.
- 1.2 Such a resolution is dependant on whether it is likely, in view of the nature of the business to be transacted or the nature of the proceedings that if members of the public were present during that item there would be disclosure to them of exempt information, as defined in section 100I of the Local Government Act 1972.

2. Exclusion of the Public / Public Interest Test

- 2.1 In order to comply with the above mentioned legislation, Cabinet will be requested to exclude the public from the meeting during consideration of the item(s) of business identified in the recommendation(s) to the report on the grounds that it / they involve(s) the likely disclosure of exempt information as set out in the Exclusion Paragraphs of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007.
- 2.2 Information which falls within paragraphs 12 to 15, 17 and 18 of Schedule 12A of the Local Government Act 1972 as amended is exempt information if and so long as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.
- 2.3 The specific Exclusion Paragraphs and the Public Interest Tests to be applied are listed in **Appendix A**.
- 2.4 Where paragraph 16 of the Schedule 12A applies there is no public interest test. Councillors are able to consider whether they wish to waive their legal privilege in the information, however, given that this may place the Council in a position of risk, it is not something that should be done as a matter of routine.

3. Financial Implications

- 3.1 There are no financial implications associated with this report.

4. Legal Implications

- 4.1 The legislative provisions are set out in the report.
- 4.2 Councillors must consider with regard to each item of business set out in paragraph 2 of this report the following matters:
 - 4.2.1 Whether in relation to that item of business the information is capable of being exempt information, because it falls into one of the paragraphs set out in Schedule 12A of the Local Government Act 1972 as amended and reproduced in Appendix A to this report.
 - 4.2.2 If the information does fall within one or more of paragraphs 12 to 15, 17 and 18 of Schedule 12A of the Local Government Act 1972 as amended, the public interest test as set out in paragraph 2.2 of this report.
 - 4.2.3 If the information falls within paragraph 16 of Schedule 12A of the Local Government Act 1972 in considering whether to exclude the public members are not required to apply the public interest test but must consider whether they wish to waive their privilege in relation to that item for any reason.

Background Papers: None.

Appendices: Appendix A – Public Interest Test.

Public Interest Test

No.	Relevant Paragraphs in Schedule 12A
12	Information relating to a particular individual.
	<p>The Proper Officer (Monitoring Officer) has determined in preparing this report that paragraph 12 should apply. Their view on the public interest test was that to make this information public would disclose personal data relating to an individual in contravention of the principles of the Data Protection Act. Because of this and since there did not appear to be an overwhelming public interest in requiring the disclosure of personal data they felt that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Members are asked to consider this factor when determining the public interest test, which they must decide when considering excluding the public from this part of the meeting.</p>
13	Information which is likely to reveal the identity of an individual.
	<p>The Proper Officer (Monitoring Officer) has determined in preparing this report that paragraph 13 should apply. Their view on the public interest test was that the individual involved was entitled to privacy and that there was no overriding public interest which required the disclosure of the individual's identity. On that basis they felt that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Members are asked to consider this factor when determining the public interest test, which they must decide when considering excluding the public from this part of the meeting.</p>
14	Information relating to the financial or business affairs of any particular person (including the authority holding that information).
	<p>The Proper Officer (Monitoring Officer) has determined in preparing this report that paragraph 14 should apply. Their view on the public interest test was that:</p> <ul style="list-style-type: none"> a) Whilst they were mindful of the need to ensure the transparency and accountability of public authority for decisions taken by them in relation to the spending of public money, the right of a third party to the privacy of their financial / business affairs outweighed the need for that information to be made public; or b) Disclosure of the information would give an unfair advantage to tenderers for commercial contracts. <p>This information is not affected by any other statutory provision which requires the information to be publicly registered.</p> <p>On that basis they felt that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Members are asked to consider this factor when determining the public interest test, which they must decide when considering excluding the public from this part of the meeting.</p>

No.	Relevant Paragraphs in Schedule 12A
15	<p>Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.</p>
	<p>The Proper Officer (Monitoring Officer) has determined in preparing this report that paragraph 15 should apply. Their view on the public interest test was that whilst they are mindful of the need to ensure that transparency and accountability of public authority for decisions taken by them they were satisfied that in this case disclosure of the information would prejudice the discussion in relation to labour relations to the disadvantage of the authority and inhabitants of its area. On that basis they felt that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Members are asked to consider this factor when determining the public interest test, which they must decide when considering excluding the public from this part of the meeting.</p>
16	<p>Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.</p>
	<p>No public interest test.</p>
17	<p>Information which reveals that the authority proposes: (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or (b) To make an order or direction under any enactment.</p>
	<p>The Proper Officer (Monitoring Officer) has determined in preparing this report that paragraph 17 should apply. Their view on the public interest test was that the authority's statutory powers could be rendered ineffective or less effective were there to be advanced knowledge of its intention/the proper exercise of the Council's statutory power could be prejudiced by the public discussion or speculation on the matter to the detriment of the authority and the inhabitants of its area. On that basis they felt that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Members are asked to consider this factor when determining the public interest test, which they must decide when considering excluding the public from this part of the meeting.</p>
18	<p>Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime</p>
	<p>The Proper Officer (Monitoring Officer) has determined in preparing this report that paragraph 18 should apply. Their view on the public interest test was that the authority's statutory powers could be rendered ineffective or less effective were there to be advanced knowledge of its intention/the proper exercise of the Council's statutory power could be prejudiced by public discussion or speculation on the matter to the detriment of the authority and the inhabitants of its area. On that basis they felt that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. Members are asked to consider this factor when determining the public interest test, which they must decide when considering excluding the public from this part of the meeting.</p>

Agenda Item 13

By virtue of paragraph(s) 14 of Schedule 12A
of the Local Government Act 1972
as amended by the Local Government (Access to
Information) (Variation) (Wales) Order 2007.

Document is Restricted

By virtue of paragraph(s) 14 of Schedule 12A
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