

Report of the Cabinet Member for Environment & Transportation

Cabinet – 21 April 2016

FINANCIAL PROCEDURE RULE 7 LOCAL TRANSPORT FUND GRANT 2016-2017

Purpose:	To confirm the bid for Local Transport Fund (LTF) Grant and seek approval for expenditure on the proposed schemes and projects in 2016/17.
Policy Framework:	Local Transport Plan 2015 – 2020
Reason for Decision:	To comply with Financial Procedure Rule No. 7 (Capital Programming and Appraisals): to commit and authorise schemes in the Capital Programme.
Consultation:	Legal & Democratic Services and Finance.
Recommendation(s):	That the LTF schemes, together with their financial implications, are approved.
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Finance Officer:	Jayne James
Legal Officer:	Debbie Smith
Access to Services Officer:	Phil Couch

1.0 Introduction / Background

- 1.1 A funding bid for the Local Transport Fund (LTF) was submitted to the Welsh Government on 29th January 2016 in accordance with guidance from the Welsh Government. The guidance stated that there was a total funding pot of £15.7m and this would be allocated to schemes across Wales; each scheme could not bid for more than £1.5m. Whilst match funding was not a requirement of the funding bids, it was made clear that those schemes which benefited from match funding, would be more likely to receive an LTF allocation. Existing multi-year schemes, approved in 2015-16, were required to submit an updated application and for new capital schemes only one new application per local authority was permitted.

- 1.2 This report seeks approval to commit projects that are successful in securing LTF funding to the capital programme of the City & County of Swansea, in accordance with Financial Procedure Rules.

2.0 Submitted Bids

- 2.1 A total of £1,682,100 was bid for by the City & County of Swansea and the Welsh Government has subsequently allocated funding for the totality of the bid for 2016/17. The schemes and their allocations are shown in the table below:

Table One – Summary of LTF Allocation 2016/17

Scheme	Total LTF (£)	Match funding (£)	Total project cost (£)
Morfa Distributor Road	1,146,100	735,000	1,881,000
Fabian Way	453,000	0	453,000
Kingsbridge Cycle Link	65,000	0	65,000
Active Travel Mapping (see 3.3)	18,000	0	18,000
Total	1,682,100	735,000	2,417,000

- 2.2 The match funding requirements for these schemes will come from existing corporate funds and/or S106 Developer Contributions (as shown in the attached appendices).
- 2.3 In addition to the schemes for which the City & County of Swansea submitted a bid, the Welsh Government made a further allocation of £18k in support of the work required to conform to the statutory duties of the Active Travel (Wales) Act. All Welsh Local Authorities are required to prepare an Integrated Network Map for walking and cycling routes by 24th September 2017. These funds will be used to offset the cost of staff time, consultation and the preparation and printing of the maps.

3.0 Details of approved schemes

- 3.1 The projects approved for funding are summarised below.
- 3.2 Morfa Distributor Road – A £1.146m bid was submitted to facilitate the ongoing delivery of this project.

Cabinet approved a full Morfa Road programme of works on 11th February 2014. The LTF allocation will allow for the continuation of the construction. A revised schedule of the Morfa Road works and funding is set out in Appendix A.

The allocation of this funding will allow the completion of the scheme by the end of FY2016/17.

3.3 Fabian Way: This corridor has been the focus of a number of strategies and infrastructure investments in recent years in recognition of the high levels of development and growth that are being realised and forecast over the coming years. The planned works for 2016/17 will deliver two distinct bodies of work:

1. *Fabian Way Corridor Infrastructure Business Case*: Whilst the Fabian Way Corridor Study (2010) and its revision in 2013 set out the infrastructure requirements for the corridor to cater for future growth and development, the Welsh Government is keen to develop a full business case for the transport infrastructure for the corridor in order to seek a large funding allocation in partnership with the Welsh Government and South Wales Trunk Roads Agency in future years. This business case will therefore be undertaken in partnership with these two agencies, and also with Neath Port Talbot County Borough Council.
2. *Baldwins Bridge Detailed Design*: This work will build upon the options appraisal undertaken in 2015/16 to determine how this junction might be improved. The detailed design will bring this improvement to a position where the infrastructure could be delivered once a funding package is secured.

3.4 Kingsbridge Link: The delivery of the Kingsbridge Cycle Link will provide an off-road connection for the communities of Kingsbridge, Gorseinon and Grovesend to the National Cycle Network Route 4. This link is considered to be the most evident missing link in the strategic walking & cycling network within the City & County of Swansea, and would connect a substantial population to the benefits of the existing National Cycle Network Route 4. The proposed 1.4km route would link with an existing 4.9km section in the north, which links Kingsbridge, Gorseinon and Grovesend. At its southern point it would connect with National Cycle Network Route 4, which runs for a great distance to many onward destinations such as Swansea, Llanelli and Port Talbot.

Of particular significance is a recent challenge raised by parents and pupils of nearby Ysgol Gyfun Gwyr with regards to the available walking route between Kingsbridge and Gowerton. The route has subsequently been designated as an 'unavailable' walking route, which has resulted in the provision of free school transport for 140 pupils costing over £80k per year. The provision of the Kingsbridge Cycle Link would ultimately facilitate an alternative route away from the busy highways which run alongside the existing provision for pedestrians, allowing the bus services to be withdrawn.

This funding will be used to secure the land required to deliver the scheme and to undertake the detailed design of the route, such that it will be in a state of readiness for construction in the following financial year.

4.0 Equality and Engagement Implications

4.1 Equality Impact Assessments will be undertaken in line with the Council's Legislative duties.

4.2 All schemes will be designed in accordance with the national design guidance and will be compliant with the Equality Act 2010.

5.0 Financial Implications

5.1 Morfa Distributor Road (see Appendix A)

The remaining Stages will be delivered in 2016/17. The total cost of these works will be £1,881,000. The works will be funded by LTF grant of £1,146,100 and a further £735,000 from Corporate match funding.

5.2 Fabian Way (see Appendix B):

The scheme is comprised of two distinct bodies of work.

- Fabian Way Infrastructure Business Case: This is estimated to cost £200,000, which is wholly funded by LTF.
- Baldwins Bridge Detailed Design: This is estimated to cost £253,000 and will be wholly funded by LTF.

5.3 Kingsbridge Link (see Appendix C):

The scheme will deliver three elements.

- Securing the purchase of the land required for the scheme and commencing the Commons Deregistration Process: £5k
- Detailed Design of the Kingsbridge Link: £50k
- An options appraisal to consider extending the existing route from Grovesend to Pontarddulais: £10k

This scheme is wholly funded by LTF.

5.4 Active Travel Mapping (see Appendix D)

£18k has been allocated to meeting the requirements of the Active Travel Act. This scheme is wholly funded by LTF.

5.5 Claims are to be made to the Welsh Government on a quarterly basis. The grant must be claimed in full by 31 March 2016 otherwise it will be lost.

5.6 Any revenue costs arising from capital schemes will be met by existing revenue budgets.

6.0 Staffing / IT Implications

There are none.

7.0 Legal / Procurement Implications

- 7.1 The grant funding will contain terms and conditions which are legally binding. The Council will need to ensure that it is able to comply with the same.
- 7.2 All works and services required to deliver the schemes must be procured in accordance with the Council's Contract Procedure Rules and European procurement legislation as appropriate.

Background Papers: Local Transport Fund Bid Documents

Appendices:

- Appendix A – Morfa Distributor Road Financial Summary
- Appendix B – Fabian Way Financial Summary
- Appendix C – Kingsbridge Financial Summary
- Appendix D – Active Travel Mapping Financial Summary

APPENDIX A – MORFA DISTRIBUTOR ROAD FINANCIAL SUMMARY

Portfolio: PLACE

Service: HIGHWAYS AND TRANSPORTATION

Scheme : MORFA DISTRIBUTOR ROAD

1. CAPITAL COSTS	Actual 2011/13 £'000	Actual 2013/14 £'000	Actual 2014/15 £'000	Estimated Actual 2015/16 £'000	Budget 2016/17 £'000	Budget 2017/18 £'000	TOTAL £'000
Stage 1							
Design Works	34 35	36 420					70 455
Stage 2							
Design Works	110	200 40	1040	15 795			325 1875
Stage3							
Design Works	15	15	70		30 739		130 739
Stage 4							
Design Works	15		48	45 100	35 1033		143 1133
Stage 5							
Design Works	15		80	25 774	44		120 818
Contingency							
EXPENDITURE	224	711	1,238	1,754	1881	0	5,808
Financing							
<i>Funding acquired</i>							
WG grant LTF approved	224	580	1,100	1554	1146		4604
Addition WG Grant		131	138	100	231		600
Bus Station capital receipts				100	132		232
S106 Developer Contribution (Watkin Jones 278)					247		247
<i>Funding not acquired (Persimmon S106)</i>					125		125
WG grant RTP required Developer Contribution required							
FINANCING	224	711	1,238	1,754	1881	0	5,808

APPENDIX B – FABIAN WAY FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : LTF - FABIAN WAY

<u>1. CAPITAL COSTS</u>	2016/17 £'000				TOTAL £'000
<u>Expenditure</u>					
Business Case	200				200
Baldwins Bridge	253				253
EXPENDITURE	453	0	0	0	453
<u>Financing</u>					
LTF grant	453				453
FINANCING	453	0	0	0	453

<u>2. REVENUE COSTS</u>	2016/17 £'000				FULL YEAR £'000
<u>Service Controlled - Expenditure</u>					
Employees	)				0
Maintenance	) To be met from existing budgets				0
Equipment	)				0
Administration	)				0
NET EXPENDITURE	0	0	0	0	0

**APPENDIX C – KINGSBRIDGE LINK
FINANCIAL SUMMARY**

Portfolio: PLACE
Service : HIGHWAYS
Scheme : LTF – KINGSBRIDGE LINK

<u>1. CAPITAL COSTS</u>	2016/17 £'000	2017/18 £'000	2018/19 £'000s		TOTAL £'000
<u>Expenditure</u>					
Kingsbridge Link	65				
EXPENDITURE	65				65
<u>Financing</u>					
LTF grant	65				
FINANCING	65				65

<u>2. REVENUE COSTS</u>	2016/17 £'000	2017/18 £'000			FULL YEAR £'000
<u>Service Controlled - Expenditure</u>					
Employees	)				0
	) To be met from existing budgets				0
Maintenance	)				0
Equipment	)				0
Administration	)				0
NET EXPENDITURE	0	0	0	0	0

APPENDIX D – ACTIVE TRAVEL MAPPING

Portfolio: PLACE

Service : HIGHWAYS

Scheme : LTF – ACTIVE TRAVEL MAPPING

<u>1. CAPITAL COSTS</u>	2016/17 £'000				TOTAL £'000
<u>Expenditure</u>					
Active Travel Mapping	18				18
EXPENDITURE	18	0	0	0	18
<u>Financing</u>					
LTF grant	18				18
Own resources	0				0
FINANCING	18	0	0	0	18

<u>2. REVENUE COSTS</u>	2016/17 £'000				FULL YEAR £'000
<u>Service Controlled - Expenditure</u>					
Employees	)				0
Maintenance	) To be met from existing budgets				0
Equipment	)				0
Administration	)				0
NET EXPENDITURE	0	0	0	0	0