



## Report of the Cabinet Member for Environment Services

Cabinet – 15 February 2018

### **Financial Procedure Rule 7 Local Transport Fund Grant 2017/18**

<b>Purpose:</b>	To confirm the bid for Local Transport Fund (LTF) Grant and seek approval for expenditure on the proposed schemes and projects in 2017/18.  To comply with Financial Procedure Rule No. 7 (Capital Programming and Appraisals): to commit and authorise schemes in the Capital Programme.
<b>Policy Framework:</b>	Local Transport Plan 2015 – 2020
<b>Consultation:</b>	Access to Services, Finance, Legal.
<b>Recommendation(s):</b>	It is recommended that: -  1) The LTF schemes, together with their financial implications, are approved.
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## 1. Introduction

- 1.1 A funding bid for the Local Transport Fund (LTF) was submitted to the Welsh Government on 17<sup>th</sup> February 2017 in accordance with guidance from the Welsh Government. The guidance stated that there was a total funding pot of £19.8m and this would be allocated to schemes across Wales.
- 1.2 The City & County of Swansea submitted bids totalling £4.4million and the Welsh Government ultimately awarded funding amounting to £1.2million. This allocation was committed to the capital programme following approval by Cabinet on 20<sup>th</sup> July 2017.
- 1.3 The Welsh Government subsequently made a mid-year allocation to the City & County of Swansea's Local Transport Fund 2017/18.
- 1.4 This report seeks approval to commit these additional funds to the capital programme in accordance with the Financial Procedure Rules.

## 2. Submitted Bids

- 2.1. A total of £4,313,000 was bid for by the City & County of Swansea and the Welsh Government has subsequently allocated £1,110,440 spread across four schemes for 2017/18. The bid schemes and the successful funding allocations are shown in the tables below:

**Table One – Summary of LTF Bids 2017/18**

<b>Scheme</b>	<b>Total LTF (£k)</b>	<b>Match funding (£k)</b>	<b>Total project cost (£k)</b>
Baldwins Bridge Interchange	1541	0	1541
Links to NCN	1267	0	1267
Strategic Bus Corridors	1432	110	1542
Kingsbridge Cycle Link	73	0	73
Active Travel Mapping (see 3.3)	18	0	18
<b>Total</b>	<b>4331</b>	<b>110</b>	<b>4441</b>

**Table Two – Summary of Allocations for Successful LTF Bids 2017/18**

Scheme	Total LTF (£k)	Match funding (£k)	Total project cost (£k)
Baldwins Bridge Interchange	541	0	541
Links to NCN	364	0	364
Strategic Bus Corridors	115	110	225
Kingsbridge Cycle Link	73	0	73
Active Travel Mapping (see 3.3)	18	0	18
<b>Total</b>	<b>1111</b>	<b>110</b>	<b>1221</b>

2.2. The match funding requirement shown above is from a contribution from Revenue in 2016/17. This funding is revenue underspend from 2016/17 which has been capitalised to support the delivery of these capital assets in 2017/18. (See also the attached appendices).

2.3. Following these initial bids and allocations, which were made in February and March 2017 respectively, a further mid-year allocation was received from the Welsh Government in service of Swansea Urban Connections. This project will deliver improvements to the walking and cycling infrastructure. This additional allocation amounted to £200,000. The table below therefore summarises the final Welsh Government allocation for the Local Transport Fund 2017/18.

**Table Three – Summary of Allocations for LTF 2017/18**

Scheme	Total LTF (£k)	Match funding (£k)	Total project cost (£k)
Baldwins Bridge Interchange	541	0	541
Links to NCN	364	0	364
Strategic Bus Corridors	115	110	225
Kingsbridge Cycle Link	73	0	73
Active Travel Mapping	18	0	18
Swansea Urban Connections	200	0	200
<b>Total</b>	<b>1311</b>	<b>110</b>	<b>1421</b>

### 3. Details of Approved Schemes

3.1. The projects approved for funding are summarised below.

3.2. Baldwins Bridge Interchange – A £541,000 allocation was made to facilitate the ongoing delivery of this project. The Fabian Way 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 2017/18 will build upon the business case delivered in 2016/17 to develop the much needed improvements planned for Baldwins Bridge. The project will follow two distinct strands:

- 3.3. *Baldwins Bridge Detailed Business Case: A Strategic Outline Business Case (SOBC)* was prepared in 2016/17 to determine the strategic infrastructure demands for the Fabian Way Corridor over the coming years, to cater for both increase traffic flow and anticipated development traffic. The SOBC made a number of recommendations for the Corridor, and Baldwins Bridge was considered to be one of the most prominent requirements to support the development of this important arterial route and site for development.
- 3.4. The detailed business case will work to establish the necessary cost benefits metrics to support the significant capital investment which will be required to support the delivery of this very important item of infrastructure.
- 3.5. *Baldwins Bridge Detailed Design:* This work will build upon the options appraisal undertaken in 2016/17 to determine how a rearranged junction might be delivered in the coming years. The detailed design will bring this improvement to a position where the infrastructure could be delivered once a funding package is secured. The project will be developed in partnership with the Welsh Government, South Wales Trunk Road Agency and Neath Port Talbot County Borough Council.
- 3.6. Links to NCN – This project is a continuation of iterations which have preceded it in previous years. The Links to NCN is a project which seeks to build on the established walking and cycling network within the City & County of Swansea, by delivering new infrastructure to link this network with residential areas.
- 3.7. Whilst the original bid sought funding for six schemes, ultimately only one of these was allocated funding for 2017/18. The Orchard Street Shared Use Path will provide a 0.5km route to link Kingsway Circle with Swansea Railway Station. This route will also provide a missing link in provision for cycling, with existing infrastructure to the north and south, and ultimately facilitate onward links to the strategic cycle network.
- 3.8. The Orchard Street Shared Use Path will be delivered as an early phase of the Kingsway improvement works which will also commence in 2017/18.
- 3.9. Strategic Bus Corridors – Whilst the bid sought funding for a wide range of improvements to bus corridors in Swansea, an allocation was made only for one element of the scheme, which will seek to develop a concept for a South West Wales Metro. The Metro will seek to accommodate the transport needs of the Swansea Bay City Region over the coming years.

- 3.10. It is expected that this £115,000 will be used to employ external consultancy resource to support a collaboration project with the other Councils in South West Wales.
- 3.11. 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.
- 3.12. This funding will be used to fund the delivery of the first phase of scheme, linking NCN4 and Gowerton Station to Fairwood Terrace. Whilst these capital works are delivered, a separate workstream will secure the land required to deliver the project, such that it will be in a state of readiness for construction in the following financial year.
- 3.13. Swansea Urban Connections: The additional funding given for this project will be used to service two principal improvements before the end of the financial year (2017/18). These are:
- 3.14. *Cwm Road Shared Use Path*: This project will provide a 1.2km shared use path for pedestrians and cyclists travelling between Llangyfelach Road and Morfa Road via Cwm Road and New Cut Road. This will connect existing provisions at either end of the route, and allow pedestrians and cyclists to bypass the busy Dyfatty junction.
- 3.15. *Mill Street Junction*: Improvements will be made at this junction to benefit pedestrian and cycle crossing and local traffic management. National Cycle Network Route 4 crosses this junction, providing an important point of connectivity for those travelling from or via Gowerton to Swansea City Centre and many other destinations on the National Cycle Network.
- 3.16. These improvements will include upgrades to the telematics equipment as well as the addition of an extra lane for southbound traffic from Victoria Road to encourage better traffic distribution and capacity at this junction.

#### **4. 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. Financial Implications

### 5.1 Baldwins Bridge Interchange (see Appendix A):

The scheme is comprised of two distinct bodies of work.

- Detailed Business Case: This is estimated to cost £70,000, which is wholly funded by LTF.
- Baldwins Bridge Detailed Design: This is estimated to cost £471,000 and will be wholly funded by LTF.

### 5.2 Links to NCN – Orchard Street SUP (see Appendix B):

The scheme will deliver shared use path enhancements between Kingsway Circle and High Street Station; with some improvements to walking and cycling infrastructure also being targeted to the area between High Street Station and Dyfatty Junction. The estimated cost of these works is: £364,000.

### 5.3 Strategic Bus Corridors (see Appendix C):

The scheme will deliver two principle elements.

- High Street Station Interchange improvements: This scheme will seek to improve interchange between bus and rail at High Street Station. This will involve the relocation of one of the bus stops to create a simplified arrangement for bus stops, enhanced electronic and intelligent information provision for bus and rail and improved routes through this area for those travelling by bicycle. Estimated cost: £110,000.
- South West Wales Metro Concept: This scheme will provide a means to enable consultancy resource to be employed to develop an outline concept for 'Metro for South West Wales'. This report will be prepared in partnership with the other Local Authorities in South West Wales, Carmarthenshire County Council, Neath Port Talbot County Borough Council and Pembrokeshire County Council. The four Councils will develop this concept under the banner of the Swansea Bay City Region. Estimated Cost: £115,000.

5.4 The allocation has been made to meet 93% of the total scheme cost. The City & County of Swansea will therefore contribute £9,000 as a match fund contribution. This will therefore be registered against the £110,000 expenditure at High Street Station as per the proposal contained in the original funding bid.

### 5.5 Kingsbridge Link (see Appendix C):

The scheme will deliver two elements.

- Phase 1 of the scheme, linking Gowerton Railway Station to Fairwood Terrace by means of a shared use path: £73k
- Purchase of land for future phases of the scheme: £10k\*

\*Please note these funds are accrued from 2016/17.

### 5.6 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.

- 5.7 Swansea Urban Connections (see Appendix E)  
£200k is allocated for two bodies of work.
- Cwm Road Shared Use Path – £120k
  - Mill Street Junction Improvements - £70k
- 5.8 Claims are to be made to the Welsh Government on a quarterly basis. The grant must be claimed in full by 31 March 2018 otherwise it will be lost.
- 5.9 Any revenue costs arising from capital schemes will be met by existing revenue budgets.

## **6. Legal Implications**

- 6.1. 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.
- 6.2. 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 – Baldwins Bridge Interchange Financial Summary
- Appendix B – Links to NCN Financial Summary
- Appendix C – Strategic Bus Corridors Financial Summary
- Appendix D – Kingsbridge Link
- Appendix E – Active Travel Mapping Financial Summary
- Appendix F – Swansea Urban Connections Financial Summary

**APPENDIX A – BALDWINS BRIDGE INTERCHANGE FINANCIAL SUMMARY**

**Portfolio: PLACE**  
**Service : HIGHWAYS**  
**Scheme : LTF - BALDWINS BRIDGE INTERCHANGE**

<b><u>1. CAPITAL COSTS</u></b>	<b>2017/18 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Baldwins Bridge Business Case	187				187
Baldwins Bridge Design Development Fee	284 70				284 70
<b>EXPENDITURE</b>	<b>541</b>				<b>541</b>
<u>Financing</u>					
LTF grant	541				541
<b>FINANCING</b>	<b>541</b>				<b>541</b>

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



## APPENDIX B – LINKS TO NCN FINANCIAL SUMMARY

**Portfolio: PLACE**  
**Service : HIGHWAYS**  
**Scheme : LTF – LINKS TO NCN**

<b><u>1. CAPITAL COSTS</u></b>	<b>2017/18 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Works	326				326
Fees	37				37
<b>EXPENDITURE</b>	<b>364</b>				<b>364</b>
<u>Financing</u>					
LTF grant	364				364
<b>FINANCING</b>	<b>364</b>				<b>364</b>

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

## APPENDIX C – STRATEGIC BUS CORRIDORS FINANCIAL SUMMARY

**Portfolio: PLACE**

**Service : HIGHWAYS**

**Scheme : LTF – STRATEGIC BUS CORRIDORS**

<b><u>1. CAPITAL COSTS</u></b>	<b>2017/18 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
High Street Station Interchange Improvements	110				110
South West Wales Metro Concept	115				115
<b>EXPENDITURE</b>	<b>225</b>				<b>225</b>
<u>Financing</u>					
LTF grant	115				115
CCS Match Funding	110				110
<b>FINANCING</b>	<b>115</b>				<b>115</b>

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

**APPENDIX D – KINGSBRIDGE LINK  
FINANCIAL SUMMARY**

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

<b><u>1. CAPITAL COSTS</u></b>	<b>2016/17 £'000</b>	<b>2017/18 £'000</b>	<b>2018/19 £'000s</b>		<b>TOTAL £'000</b>
<u>Expenditure</u>					
Works	65				65
Fees	18				18
<b>EXPENDITURE</b>	<b>83</b>				<b>83</b>
<u>Financing</u>					
LTF grant	83				83
<b>FINANCING</b>	<b>83</b>	<b>0</b>	<b>0</b>		<b>83</b>

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

## APPENDIX E – ACTIVE TRAVEL MAPPING FINANCIAL SUMMARY

**Portfolio: PLACE**

**Service : HIGHWAYS**

**Scheme : LTF – ACTIVE TRAVEL MAPPING**

<b><u>1. CAPITAL COSTS</u></b>	<b>2017/18 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Active Travel Mapping	18				18
<b>EXPENDITURE</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<u>Financing</u>					
LTF grant	18				18
<b>FINANCING</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>

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

## APPENDIX F – SWANSEA URBAN CONNECITONS FINANCIAL SUMMARY

**Portfolio: PLACE**

**Service : HIGHWAYS**

**Scheme : LTF – SWANSEA URBAN CONNECTIONS**

<b><u>1. CAPITAL COSTS</u></b>	<b>2017/18 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Cwm Road Shared Use Path	120				120
Mill Street Junction Improvements	70				70
Fees	10				10
<b>EXPENDITURE</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>
<u>Financing</u>					
LTF grant	200				200
<b>FINANCING</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>

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