



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.
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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