



Report of the Director of Place

External Funding Panel – 1 August 2018

Active Travel Fund Bid 2018/19

Purpose:	To approve the funding application for the Active Travel 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 Active Travel Fund 2018/19 application.
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Legal Officer:	Debbie Smith
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1. Introduction

- 1.1 A funding bid for the Active Travel Fund (ATF) was submitted to the Welsh Government on 13th July 2018 in accordance with guidance from the Welsh Government.
- 1.2 The Active Travel Fund is a £60million funding pot, which will be allocated over 3-years (2018/19 to 2020/21). The guidance stated that from this total fund there was £10million available for 2018/19, which was to be split between two categories: 'Strategic Routes' (£4million) and 'Local Routes' (£6million).
- 1.3 The ATF is to be used for the delivery of Active Travel infrastructure in support of the Active Travel (Wales) Act (2013). A key requirement of the ATF is that the proposed projects be included in the Council's integrated Network Map. The preparation of this map is a mandatory requirement

arising from the Active Travel (Wales) Act and sets out the Council's proposed active travel network to be delivered over the next 15 years.

- 1.4 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 ATF allocation.
- 1.5 Despite the late invitation to bid for funding in 2018/19, the terms of the ATF require the schemes to be constructed and funding claimed by 31st March 2019.
- 1.6 The Welsh Government issued the invitation to bid on 26th June 2018, allowing just over two weeks to develop the bids and return them before the deadline of 13th July 2018. The short timescales were such that it was not practically possible to seek approval from the External Funding Panel prior to the submission of the bid. Approval from the Cabinet Member for Environment and Infrastructure Management was however sought and granted prior to the completion of the bids.
- 1.7 This report seeks the retrospective approval of the External Funding Panel.

2. Submitted Bids

- 2.1. The City & County of Swansea submitted two bids totalling £3.613million 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 ATF Bids 2018/19

Scheme	Total ATF (£k)	Match Funding (£k)	Total Project Costs (£k)
<i>Strategic Schemes</i>	1593	0	1593
<i>Swansea Vale Shared Use Link</i>	401	0	401
<i>Llansamlet Link</i>	205	0	205
<i>Tir Canol Link</i>	245	0	245
<i>Sketty Lane Widening</i>	117	0	117
<i>A48 Shared Use Link</i>	625	0	625
<i>Local Schemes</i>	2021	0	2021
<i>Cwm Level Link</i>	150	0	150
<i>Trallwn Link</i>	194	0	194
<i>Birchgrove Link</i>	119	0	119

<i>Singleton Park Links</i>	374	0	374
<i>Ynystawe Link</i>	264	0	264
<i>Morrison Riverside Link North</i>	240	0	240
<i>Morrison Riverside Link South</i>	65	0	65
<i>Jersey Road Link</i>	144	0	144
<i>Grovesend Access Link</i>	169	0	169
<i>Penyrheol Access Link</i>	202	0	202
<i>Coed Bach Park</i>	100	0	100
	Total	3614	0
			3614

3. Details of Proposed Schemes - ATF

- 3.1 The projects included in the bids for Active Travel Funding 2018/19 are summarised below. The Welsh Government required that the proposed projects were prioritised; the schemes are therefore presented in priority order below. The priorities were ascribed on the basis of deliverability and the score against Welsh Government scoring criteria.
- 3.2 STRATEGIC SCHEMES: The ATF guidance did not clarify the terminology as to what was to be considered as a 'Strategic Scheme', but Officers ultimately developed a bid that would establish a new long distance, off-road cycle route between Llansamlet and Gorseinon via Morrison Hospital and Penllergaer. The total route length would be approximately 16.5km and would complement the existing strategic routes on the east, south and west sides of the urban areas of Swansea.
- 3.3 The bid was divided into five schemes for delivery in 2018/19. The schemes included in the bid could deliver as much as 9.8km (~60% of the route length). The five elements are summarised below and supported by an indicative plan included as an appendix to this report.
- 3.4 *Swansea Vale Link Road Shared Use Path*: 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.
- 3.5 *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.
- 3.6 *Tir Canol Link*: This route will connect the National Cycle Network Route 43 to Morrison Hospital via a new 2.1km route. This route, which runs across Tir Canol Playing Fields for part of its length, provides new connectivity for active travel journeys both locally and strategically in the context of the Northern Swansea route.

- 3.7 *Sketty Lane Widening*: This section of the NCN4 is a segregated shared use path, which does not currently conform to the Active Travel Design Guidance. This scheme would therefore widen this path to 5 metres total width to improve the capacity on this part of the network. The total length of the improvement will be 1.1km.
- 3.8 *A48 Shared Use Link*: This improvement would deliver a shared use path adjacent to the A48 from the DVLA Headquarters in the east, to Penllergaer in the west. This 3.9km route would provide a substantive section of the Swansea Northern Cycle Route. This route would provide an active travel route parallel to the M4 between junctions 46 and 47, and will provide improved connectivity between Llangyfelach, Penllergaer, DVLA and ultimately Morrison Hospital and the wider strategic network.
- 3.9 LOCAL SCHEMES: The schemes included in this bid will seek to directly benefit local areas, and provide improved connectivity into the strategic networks for active travel.
- 3.10 *Cwm Level Shared Use Path*: This 1.1km route would deliver a shared use path between existing provisions for cycling on Eaton Road and National Cycle Network Route 43. It is expected that 100 metres of this proposed provision may need to be achieved by means of an on-road intervention due to a narrowing at the western end of Cwm Level Road. Nevertheless, this would provide a significant enhancement for cycling in this area of the city; particularly for those accessing Liberty Stadium on match days, but also for the wide range of services which can be accessed from the National Cycle Network Route 43.
- 3.11 *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 in the vicinity of the Liberty Stadium, Swansea Enterprise Park & City Centre.
- 3.12 *Birchgrove Link*: This 0.7km route would complement the Swansea Vale Link which is proposed in the Strategic Routes bid, to provide an off-road shared use path connection to the strategic active travel networks. Although short, this route will enable this community to bypass the busy arterial road network which acts as a barrier to the strategic networks which lie to the west of this settlement.
- 3.13 *Singleton park Links*: This improvement will deliver 2.5km of enhanced shared use paths through the Park for use by pedestrians and cyclists. The routes will link NCN4 to Swansea University Singleton Campus, Singleton Hospital and the adjacent suburbs of Sketty, Uplands and Brynmill. The shared use paths will also be upgraded to accommodate occasional heavy goods traffic for special events.
- 3.14 *Ynystawe Park*: The community of Ynystawe and Ynysforan are geographically close to NCN43, but accessibility to it is poor, primarily due

to the severance caused by the River Tawe. This bid would deliver enhanced links to provide off-road shared use paths to provide safe and direct access between these communities and the established routes. This would deliver 0.6km of enhanced route, by clearing and surfacing an old off-road link between Clydach and Ynystawe, 0.2km of widened shared use paths in Ynystawe Park and a further 0.4km of new and widened shared use path to link with NCN43.

- 3.15 *Morrison Riverside Links North*: These route enhancements would improve existing routes and deliver new routes to benefit the eastern fringe of Morrison to link it to NCN43. The improvement would deliver 1.2km of new route. This would also improve connectivity to and from M4 Junction 45, and the adjoining community of Ynysforan.
- 3.16 *Morrison Riverside Links South*: These route enhancements will improve connectivity for the community of Morrison. NCN43 runs parallel to this riverside settlement, but connectivity is hampered by the severance created by the River Tawe. These improved local links will provide an off-road means of accessing the strategic routes on the east bank of the River Tawe. The total length of improved links would be 1.8km. Much of the route is already in place, but requires widening to meet the national design standards; one new road crossing is also needed.
- 3.17 *Jersey Road Link*: It is anticipated that this would be a 0.7km route running between the junction with Carmel Road and the off-road link to Atlantic Close (close to the junction with Cwm Chapel Road). The route could be achieved by either an off-road shared use path or an on-road cycle routes and would provide links between Winch Wen and Swansea Enterprise Park.
- 3.18 *Grovesend Access Link*: This scheme would deliver a new shared use path between High Street, Grovesend and the existing strategic network linking to Gorseinon. The route would improve connectivity for pedestrians and cyclists and provides a particular improvement in function for the nearby Pengelli Primary School and pupils attending Penyrheol Comprehensive School. The scheme would create 0.5km of new route.
- 3.19 *Penyrheol Access Link*: This scheme would deliver a 0.6km shared use path and toucan crossing facilities between Penyrheol (Gorseinon) and the strategic shared use network. This relatively short improvement will enable safe, off-road connectivity for pedestrians and cyclists accessing Gorseinon town centre and the services, facilities and employment opportunities, as well as linking directly with Penyrheol Comprehensive School.
- 3.20 *Coed Bach Park Link*: This scheme would signal the preliminary phase of the Pontarddulais Link. The larger scheme would provide shared use infrastructure between Pontarddulais and Gorseinon, ultimately linking with NCN4 at Gowerton. This phase will improve the paths in Coed Bach Park, upgrading the surface and widths to accommodate shared use.

These links will improve local connectivity to the park, but ultimately will form an access spur to the strategic link.

4. Equality and Engagement Implications

- 4.1. 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.

5. Financial Implications

- 5.1. The capital schemes described in this report rely upon the ATF to provide 100% grant funding to secure their delivery. The schemes must be complete and all grant funding claimed by 31 March 2019.
- 5.2. There will be some additional revenue costs for maintaining the new pathways which will be covered by current revenue budgets.

6. Legal Implications

- 6.1 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.
- 6.2 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.
- 6.3 Land agreements whether by purchase or lease will be in place prior to the commencement of scheme construction and delivery.
- 6.4 Separate legal advice will need to be sought regarding any contract and procurement issues relevant to the schemes.

Background Papers: Active Travel Fund Bid Documents

Appendices: Appendix A – Active Travel Fund 2018 Summary Plan