



Report of the Cabinet Member for Environment Enhancement & Infrastructure Management

Special Cabinet – 30 July 2020

Financial Procedure Rule 7 – Active Travel Fund Grant 2020/21

| | |
|------------------------------------|---|
| Purpose: | To confirm the outcome of the bid for Active Travel Fund (ATF) monies and seek approval for expenditure on the associated projects in 2020/21. To comply with Financial Procedure Rule No. 7 (Capital Programming and Appraisals): to commit and authorise schemes in the Capital Programme. |
| Policy Framework: | Local Transport Plan 2015 – 2020 |
| Consultation: | Access to Services, Finance, Legal. |
| Recommendation(s): | That the ATF schemes, together with their financial implications, are approved. |
| Report Author: | Ben George |
| Finance Officer: | Ben Smith |
| Legal Officer: | Caritas Adere |
| Access to Services Officer: | Rhian Millar |

1. Introduction / Background

- 1.1 A funding bid for the Active Travel Fund (ATF) was originally submitted to the Welsh Government on 13th February 2020 in accordance with guidance from the Welsh Government. The funding bid was ultimately approved under delegated decision by the Leader as Chair of the External Funding Panel and the Cabinet Member for Environment Enhancement and Infrastructure Management, and the Council was successful in securing £5,117,500 for the development and delivery of three schemes.
- 1.2 The guidance stated that there was a total funding pot of £30 million for the Active Travel Fund in 2020/21, comprising £20 million available to local authorities through the application process, up to £9 million to provide local authorities with core allocation funding and up to £1 million to support Welsh Government to enhance the implementation of the Active Travel Act. This funding is available to all Welsh Local Authorities. The Welsh Government elected not to set a maximum value for each scheme, but rather elected to set a banded scoring criteria, with higher values attracting a lower point allocation. 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 allocation.
- 1.3 The City & County of Swansea submitted bids totalling £6,932,000, and the Welsh Government ultimately awarded funding amounting to £5,117,500 for FY2020/21.
- 1.4 This report seeks approval to commit these funds to the capital programme in accordance with the Financial Procedure Rules.

2. Submitted Bids

- 2.1 A total of £6,932,000 was bid for by the City & County of Swansea, and the Welsh Government has subsequently allocated £5,117,500 for the delivery of three schemes with ATF in 2020/21. The bid and the successful funding allocation are shown in the tables below.

Table One – Summary of Bids for ATF 2020/21

| Fund | | Total Bid (£k) | Match funding (£k) | Total project cost (£k) |
|-------|------------------------------------|----------------|--------------------|-------------------------|
| ATF | 01 - City Centre Links | 3428 | 1200 | 4628 |
| ATF | 02 - Sketty & Mayals Network Links | 1877 | 0 | 1877 |
| ATF | 03 – Pontarddulais Link | 854 | 0 | 854 |
| ATF | Core Allocation | 773 | 0 | 773 |
| Total | | 6932 | 0 | 8132 |

Table Two – Summary of Allocations for ATF 2020/21

| Fund | | Total Bid (£k) | Match funding (£k) | Total project cost (£k) |
|-------|-------------------------------|----------------|--------------------|-------------------------|
| ATF | City Centre Links | 2467 | 1200 | 3667 |
| ATF | Sketty & Mayals Network Links | 1877 | 0 | 1877 |
| ATF | Core Allocation | 773 | 0 | 773 |
| Total | | 5117 | 1200 | 6317 |

3. Details of Schemes - ATF

3.1 The projects approved for funding from the Active Travel Fund 2020/21 are summarised below.

3.2 City Centre Links: The Welsh Government has allocated £2.467m to deliver four project, providing off-road connections to a number of communities to the existing off-road network for walking and cycling. Details of the individual schemes to be constructed in 2020/21 are listed below:

3.3 *Swansea Central Bridge* – This element will provide a contribution to a prominent infrastructure investment which will span Oystermouth Road, linking the Swansea Central retail development in the city centre with the new City Centre Arena. The bridge will accommodate both pedestrians and cyclists, providing off-road access for sustainable travel to and from these prestigious developments and linking users with the exiting shared use provisions adjacent to Oystermouth Road, to National Cycle Network Route 4 and 43.

3.4 *The Ravine* – This 1.46km route will provide an important route, connecting the community of Townhill to Carmarthen Road, which serves as an arterial route into the city centre. A major proportion of this route will provide access to the communities at the highest point of Townhill, providing good quality walking and cycling infrastructure to enable otherwise difficult journeys with the challenging topography that is present in the area. Switchbacks will be created through the middle section of this route to alleviate the steep incline that is only accessed through the use of steps at present to provide an accessible route for both pedestrians and cyclists.

3.5 *Townhill Road* – This 1.21km route will provide an important link between ‘The Ravine’ and Broadway Interchange, enabling active travel journeys through the centre of Townhill. This connecting link will cater for both north and southbound journeys as well as providing improved access and active

travel choices for those travelling to the local primary school, Townhill Community School and local amenities.

- 3.6 *St. Helens Shared Use Path* – At 0.6km, this small section will provide a key link from existing active travel routes to the Guildhall, a major employment centre, and the Crown Court.
- 3.7 Sketty and Mayals Network Links: The Welsh Government has allocated £1.877m to the projects contained within this scheme. The scheme elements which make up this project will continue the investments made in 2019/21, by further extending the city centre active travel networks, to bring it into the sphere of an ever increasing proportion of the local population. The projects contained in this bid will bring 8,120 households within 500 metres of an active travel route.
- 3.8 *Mayals Road Link* – This link will create infrastructure for cycling along this important distributor link. The improvements will deliver a route measuring 1.6km, which will principally provide connectivity and access for those living in Mayals and West Cross, and will facilitate a wider strategic route for South Gower in the coming years. The enhancement will take the form of an on-road hybrid cycle track, segregated from both vehicle and pedestrians.
- 3.9 *Sketty Park Links* – This 2km shared use path will be constructed adjacent to Sketty Park Road, Sketty Park Drive and Park Way, and provide enhanced connectivity into the active travel networks serving the city.
- 3.10 *Olchfa Link* – This 2.5km link will provide a large area of Killay with off-road access to a multitude of destinations by linking onto the NCN Route 4. Olchfa Link will also provide an alternative walking route to school for pupils attending Olchfa Comprehensive School.
- 3.11 Core Allocation: The Welsh Government reserved a proportion of available funds for the pro-rata distribution to all Local Authorities in Wales. A grant allocation has subsequently been apportioned to Swansea Council for £773k for FY 2020/21.
- 3.12 This grant allocation will allow the Council to undertake; feasibility, survey, design, consultation, promotion and minor infrastructure improvements for the County's current and planned active travel networks.

4. Equality and Engagement Implications

- 4.1 The Council is subject to the Public Sector Equality Duty (Wales) and must, in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.
- 4.2 Our Equality Impact Assessment process ensures that we have paid regard to the above.
- 4.3 An Equality Impact Assessment Screening Form has been completed. The outcome of the Assessment is that full Equality Impact Assessments is not needed at this time, If these schemes are progressed individual screenings will be undertaken on each and full EIA's completed if needed.
- 4.4 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 The schemes described in this report, rely upon the Active Travel Fund to provide grant funding to secure their delivery.
- 5.2 The schemes are 100% reliant upon grant to secure their delivery, but one scheme also includes a match fund element which will be required to achieve full spend.
- 5.3 Swansea Central Bridge: Match funding of £1.2m was put forward by Swansea Council upon submission of the bid to Welsh Government. This funding will be provided from the Swansea Central Regeneration project.
- 5.4 Claims are to be made to the Welsh Government on a quarterly basis. The grant must be claimed in full by 31 March 2021 otherwise it will be lost.
- 5.5 Any revenue costs arising from capital schemes will be met by existing revenue budgets.

6. Staffing / IT Implications

- 6.1 There are none.

7. Legal / Procurement 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 should be in place prior to the commencement of scheme construction and delivery.
- 7.4 Planning Consent is required for the Swansea Central Bridge and this is already in place. All other projects listed in this report are expected to be delivered under Permitted Development regulations.
- 7.5 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 & EIA Screening Form

Appendices:

Appendix A – Swansea Central Bridge Financial Summary

Appendix B – The Ravine Financial Summary

Appendix C – Townhill Road Financial Summary

Appendix D – St. Helens Shared Use Path Extension Financial Summary

Appendix E – Mayals Road Links Financial Summary

Appendix F – Sketty Park Links Financial Summary

Appendix G – Olchfa Link Financial Summary

Appendix H – Core Allocation Financial Summary

APPENDIX A – SWANSEA CENTRAL BRIDGE FINANCIAL SUMMARY

Portfolio: PLACE

Service : HIGHWAYS

Scheme : ATF – SWANSEA CENTRAL BRIDGE

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Materials Purchase | 2400 | | | | 2400 |
| EXPENDITURE | 2400 | | | | 2400 |
| <u>Financing</u> | | | | | |
| ATF grant | 1200 | | | | 1200 |
| CCS Match Funding | 1200 | | | | 1200 |
| FINANCING | 2400 | | | | 2400 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 B –THE RAVINE FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ATF – THE RAVINE

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Works | 858 | | | | 858 |
| EXPENDITURE | 858 | | | | 858 |
| <u>Financing</u> | | | | | |
| ATF Grant | 858 | | | | 858 |
| FINANCING | 858 | | | | 858 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 C –TOWNHILL ROAD FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ATF – TOWNHILL ROAD

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Works | 231 | | | | 231 |
| EXPENDITURE | 231 | | | | 231 |
| <u>Financing</u> | | | | | |
| ATF Grant | 231 | | | | 231 |
| FINANCING | 231 | | | | 231 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 D –ST. HELENS SHARED USE PATH FINANCIAL SUMMARY

Portfolio: PLACE

Service : HIGHWAYS

Scheme : ATF – ST. HELENS SHARED USE PATH

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Works | 178 | | | | 178 |
| EXPENDITURE | 178 | | | | 178 |
| <u>Financing</u> | | | | | |
| ATF Grant | 178 | | | | 178 |
| FINANCING | 178 | | | | 178 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 E – MAYALS ROAD LINK FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ATF – MAYALS ROAD LINK

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Works | 805 | | | | 805 |
| EXPENDITURE | 805 | | | | 805 |
| <u>Financing</u> | | | | | |
| ATF Grant | 805 | | | | 805 |
| FINANCING | 805 | | | | 805 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 F – SKETTY PARK LINK FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ATF – SKETTY PARK LINK

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Works | 485 | | | | 485 |
| EXPENDITURE | 485 | | | | 485 |
| <u>Financing</u> | | | | | |
| ATF Grant | 485 | | | | 485 |
| FINANCING | 485 | | | | 485 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 G – OLCHFA LINK FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ATF – OLCHFA LINK

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Works | 587 | | | | 587 |
| EXPENDITURE | 587 | | | | 587 |
| <u>Financing</u> | | | | | |
| ATF Grant | 587 | | | | 587 |
| FINANCING | 587 | | | | 587 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 H – CORE ALLOCATION FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ATF – CORE ALLOCATION

| <u>1. CAPITAL COSTS</u> | 2020/21 £'000 | | | | TOTAL £'000 |
|--------------------------------|--------------------------|--|--|--|------------------------|
| <u>Expenditure</u> | | | | | |
| Design | 569 | | | | 569 |
| Minor Works | 204 | | | | 204 |
| EXPENDITURE | 773 | | | | 773 |
| <u>Financing</u> | | | | | |
| ATF Grant | 773 | | | | 773 |
| FINANCING | 773 | | | | 773 |

| <u>2. REVENUE COSTS</u> | 2020/21 £'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 |