



Joint Report of the Cabinet Member for Environment Enhancement & Infrastructure Management and Cabinet Member for Homes, Energy and Service Transformation

Cabinet – 15 April 2021

FPR7 – Local Transport Fund, Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund Grants 2021/22

Purpose:	<p>To approve the funding application for Local Transport Fund (LTF) Ultra Low Emission Vehicle Transformation Fund (ULEVTF) and Active Travel Fund (ATF), and seek delegated approval upon receipt of grant award letter to Director and Cabinet Member for expenditure on the associated projects in 2021/22.</p> <p>To comply with Financial Procedure Rule No. 7 (Capital Programming and Appraisals): to commit and authorise schemes in the Capital Programme.</p>
Policy Framework:	Joint Transport Plan for South West Wales (2015 – 2020)
Consultation:	Access to Services, Finance, Legal.
Recommendation(s):	<p>It is recommended that:</p> <ol style="list-style-type: none">1) Cabinet approve the grant funding applications, and assign delegated authority to the Cabinet Members and Director of Place, to accept the grant funding upon receipt of grant award letter and that the LTF, ULEVTF and ATF schemes, together with their financial implications are included in the capital programme for 2021/22.
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1.0 Introduction / Background

- 1.1 A funding bid for the Local Transport Fund, the Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund (LTF, ULEVTF and ATF) was originally submitted to the Welsh Government on 29th January 2021 in accordance with guidance from the Welsh Government.
- 1.2 The guidance stated that there was an indicative funding allocation of £68million for the Local Transport Fund, the Ultra Low Emission Vehicle Transformation Fund and Resilient Roads Fund, and a further £50million for the Active Travel Fund for FY2021/22. The guidance provided a further breakdown of the ATF funding, advising of the pre-defined allocations to each local authority under its core allocation for 2021/22, totalling £14million.
- 1.3 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 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.
- 1.4 This report seeks the retrospective approval of Cabinet for the submission of the LTF, ULEVTF and ATF grant applications, and seeks approval that delegated authority be assigned to the Cabinet Member and Director of Place to accept the grant funding for the LTF, ULEVTF and ATF schemes, upon receipt of grant award letter and that the schemes together with their financial implications are approved, and included in the capital programme for 2021/22.
- 1.5 It was not possible to seek approval from Cabinet prior to the submission of the bids 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 Enhancement and Infrastructure Management was however sought and granted prior to the completion of the bids. A separate approval was sought and granted from the Cabinet Member for Homes and Energy prior to the submission of the ULEVTF bid.

2.0 Submitted Bids

- 2.1 The City & County of Swansea submitted eleven bids totalling £13,913,000 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 Bids for of LTF, ULEVTF & ATF Bids 2021/22

Scheme	Total LTF/ ULEVTF/ ATF (£k)	Match Funding (£k)	Total Project Costs (£k)
LTF – 00 – South West Wales Metro	677	0	677
LTF – 01 – Baldwins Bridge	4662	0	4662
LTF – 02 – Northern City Link Sustainable Transport Corridor	1190	40	1230
LTF – 03 – Sustainable Transport Improvements	455	0	455
LTF – 04 – Swansea Valley Bus Pilot	180	0	180
ULEVTF – 01 – EV Charging Infrastructure Phase 1B	426	0	426
ULEVTF – 02 – Swansea Central Redevelopment – Charging Hub	140	0	140
ATF – 01 – Swansea Northern Strategic Route	2388	0	2388
ATF – 02 – City Centre Links	1207	0	1207
ATF – 03 – Swansea Valley Links	1391	0	1391
ATF – 04 – Core Allocation	1197	0	1197
Total	13913	40	13953

3.0 Details of Schemes - LTF

3.1 The projects included in the bids for Local Transport Funding 2021/22 are summarised below.

3.2 **South West Wales Metro** – The Welsh Government has charged the City & County of Swansea to develop a concept and business case for a Metro-type system for South West Wales. The City & County of Swansea is acting as the lead delivery partner on a scheme, which has regional significance and is pleased to be working in close partnership with Neath Port Talbot County Borough Council, Carmarthenshire County Council and Pembrokeshire County Council. The South West Wales Metro is expected to provide a transport system that will be imperative to the delivery of the City Region’s aims, objectives and strategic projects.

3.3 This project received £482,000 from LTF in 2020/21, which enabled further continuation of strategy and development work on the South West Wales Metro. The bid for funding for 2021/22 proposes to build upon the work of the previous year to add further detail and vision in the development of a South West Wales Metro for Swansea and its neighbouring Local Authorities.

- 3.4 The £677,000 bid will fund the delivery of the following elements:
- Project Co-ordination
 - Metro Hub Development and Business Case / TfW Rail Business Case Support
 - Bus Business Cases
 - Active Travel Business Cases
 - Transport Modelling
 - Metro Vision and Concept
 - Business Case for Low Emissions Initiatives
- 3.5 **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.
- 3.6 A bid of £4,662,000 has been submitted to commence the first phase of construction of the Southern Link Road, including active travel provisions along its length. It is proposed that 50% of the new Southern Link Road south of Fabian Way be constructed and enabling work for the new bridge structure commence. In addition, further land acquisition is proposed, as a result of positive ongoing negotiations with landowners during 2020/21. The funding will also assist in progressing the planning application for Baldwins Bridge.
- 3.7 This scheme received funding allocations from the Local Transport Fund in 2016/17, 2017/18, 2018/19 and 2019/20 which has enabled the delivery of an options appraisal, business case, detailed design and land purchase.
- 3.8 The recommended option for this scheme is estimated to cost approximately £32,910,000. 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 and a detailed business case was completed in 2017/18.
- 3.9 **Northern City Link Sustainable Transport Corridor** - This proposal will seek to establish a suite of improvements along a key strategic corridor, for journeys originating from the north of Swansea. The Northern City Link Sustainable Transport Corridor will be defined as the corridor from Cadle (A483), running along the entire length of Carmarthen Road, through Dyfatty Interchange, continuing along High Street, terminating on High Street at its junction with Welcome Lane. This corridor has been identified as a key strategic route that requires improvements to reduce public transport journey delay, increase public transport prioritisation, introduce

active travel infrastructure, and provide a realigned junction at Dyfatty to facilitate the integration of transport modes along this important corridor.

- 3.10 The £1,190,000 bid will fund the delivery of the following elements:
- 3.11 **Dyfatty Interchange** – This is one of the busiest and most prominent points of entry into the city centre, with a number of key routes converging here from Junction 47 along Carmarthen Road and Junction 45 along Neath Road. The interchange provides a strategically important junction for multiple modes of transport moving around the City. There is however, no dedicated active travel infrastructure through Dyfatty, which has limited the Council's ability to link active travel routes to the north, with the city centre.
- 3.12 Information from First Cymru Buses also highlights Dyfatty Interchange as a point of high passenger weighted delay, meaning buses with high patronage and frequency are being delayed through the junction. Delays of this nature also occur on Carmarthen Road and High Street, so the project will also identify improvements to reduce passenger delay along the entire corridor, supported by Dyfatty Interchange realignment and priority measures.
- 3.13 It is proposed that funding from the Local Transport Fund would be used to further the development of the junction reconfiguration by completing detailed design, consultation and land purchase.
- 3.14 In addition, construction of a shared use path adjacent to Dyfatty Street, west of Dyfatty Junction is proposed to be delivered as part of the scheme in 2021/22, utilising match funding a S106 contribution from a nearby development. This would link with the recently completed Orchard Street shared use path.
- 3.15 **Carmarthen Road Sustainable Transport** - To establish a feasible and compliant active travel route adjacent to Carmarthen Road between Cadle and Dyfatty Interchange. At its most northerly point, it is anticipated that an active travel route along Carmarthen Road will ultimately link with another proposed route between Cadle and Penllergaer, which in turn connects with the Swansea Northern Strategic Cycle Route.
- 3.16 Public transport improvements are also proposed to be identified for the corridor, to include enhanced passenger waiting facilities and information, together with bus priority measures to reduce passenger delay along this busy arterial route for bus services. The scheme will seek to identify, in partnership with First Cymru, where delays occur and establish options for possible interventions along the corridor.
- 3.17 This project will seek to establish feasibility and design of improvements along Carmarthen Road, alongside extensive consultation on the proposals, in order that these can be taken forward for delivery in future years.

- 3.18 **High Street Sustainable Transport** - This project will focus on active travel and public transport improvements to the south of Dyfatty Interchange, along High Street. The High Street area between Dyfatty Interchange and High Street's junction with Welcome Lane will form the focus area for this element of the Northern City Link Sustainable Transport Corridor.
- 3.19 Design and feasibility of active travel infrastructure connecting High Street with Dyfatty Interchange will also be examined, to establish a preferred solution, providing strategic connectivity to the Railway Station, as well as providing a local active travel route for the many deprived communities adjacent to High Street. Consultation and engagement with the community will also be undertaken to shape and define the proposed designs to be taken forward for delivery in future years.
- 3.20 **Sustainable Transport Improvements** – A funding bid for £455,000 has been submitted to take forward a number of key improvements to support sustainable transport in Swansea. This project will seek to progress a number of sustainable transport improvements across key corridors in the City and County of Swansea. The project will develop plans to improve two key public transport interchanges, Pontarddulais and Gowerton, to enable and sustain future growth and to facilitate transition of journeys from private car to public transport, linking in and remaining cognisant of the proposals of the South West Wales Metro.
- 3.21 Development of an attractive and viable new park and ride proposition serving the north of Swansea would also be investigated. Linked to this is a project to develop bus priority measures for bus services serving a new park and ride site and for those traveling through Swansea Enterprise Park on public transport. This will improve the reliability and efficiency of public transport journey times through this busy corridor.
- 3.22 The project will also seek to deliver cycle parking improvements at key transport hubs.
- 3.23 The final element of the project is to improve signage adjacent to J46 of the M4 raise awareness and signpost private vehicle users to the existing park and share site near to the M4, facilitating car sharing opportunities along the M4 corridor.
- 3.24 This project can therefore be broken down into six key schemes, outlined below:
- Pontarddulais Public Transport Interchange
 - Gowerton Public Transport Interchange
 - Landore Park & Ride Alternative Provision
 - Swansea Enterprise Park Bus Corridor
 - Transport Hub Cycle Parking
 - Park & Share Signage

- 3.25 **South West Wales Metro | Swansea Valley Bus Pilot** - This project will seek to improve public transport journey times and reliability along a key corridor in Swansea.
- 3.26 The project will build on studies being undertaken in 2020/21, which have examined sociodemographic data to identify areas of need, opportunities for improvement and potential for modal shift from car to bus.
- 3.27 Studies will continue in 2021/22 with Transport for Wales (TfW) providing additional resources to take forward the Welsh Transport Appraisal Guidance (WelTAG) Stage 2 study. This work will be complemented by further progression of feasibility and design of two key transport interchanges proposed to be established as part of the package of works in development.
- 3.28 A total of £180,000 has been bid for, which is expected to deliver the following elements:
- Public Transport Hubs Studies
 - Morriston Bus Interchange
 - Mumbles Bus Interchange
 - Bus Corridor Infrastructure Assessment

4.0 Details of Schemes - ULEVTF

- 4.1 **Electric Vehicle Charging Infrastructure | Phase 1B (£426,000)** - The establishment of publicly available chargepoints within the City and County of Swansea is vital in ensuring that Electric Vehicle (EV) charging provision is available and reliable. This will enable those who live, work, visit and travel through the area to have the confidence to purchase and use an EV knowing that a supporting network is in place to facilitate everyday journeys.
- 4.2 The first phase of investment in 2019/20 delivered chargepoints in 12 council owned car parks, establishing an initial strategic network to support the uptake of electric vehicles across Swansea, all providing 100% renewable electricity. It is proposed that additional chargepoints be installed in a number of Council car parks, and on-street in the heart of communities in order to continue the development and availability of chargepoints across the City and County of Swansea.
- 4.3 The location of each proposed EV chargepoint car park has been categorised according to its function and location. The proposed sites for the placement of EV charging infrastructure in this phase are listed below.
- Swansea City Hubs
 - High Street Multi-Storey Car Park - 6 chargepoints
 - The Strand Car Park - 2 chargepoints
 - The Quadrant Multi-Storey Car Park – 2 chargepoints

- Recreation Ground – 6 chargepoints
 - Northampton Lane Car Park – 8 chargepoints
 - Community Hubs
 - Mumbles Hub | The Dairy Car Park – 2 chargepoints
 - Uplands Hub | The Grove (On-Street) – 2 chargepoints
 - Sketty Hub | Eversley Road (On-Street) – 2 chargepoints
 - Killay Hub | Gower Road / Killay Precinct (On-Street) – 2 chargepoints
 - Trip Attractor Hubs
 - Blackpill Car Park – 2 chargepoints
 - Knab Rock Car Park – 2 chargepoints
 - Bracelet Bay Car Park – 2 chargepoints
 - Llangland Bay Car Park – 2 chargepoints
 - Caswell Bay Car Park – 2 chargepoints
 - Port Eynon Bay Car Park – 2 chargepoints
- 4.4 ***Electric Vehicle Charging Hubs – Promotion*** – It is proposed that the above project be supplemented with a complementary element to provide information on ultra-low emission vehicle charging, alongside promotion of the infrastructure that has been installed. This will include provision of information to those living, working and visiting Swansea, new chargepoint hub launches and events, all facilitated by this promotion and communication aspect of the project.
- 4.5 **Swansea Central Regeneration – Charging Hub (£140,000)** - The regeneration of the city centre is expansive. The various elements of the regeneration programme in Swansea are importantly connected by new and sustainable transport corridors. The creation of two new car parks to serve the businesses, entertainment venues and housing developments in the area, are an important part of the offering. Within the newly constructed car parks, the provision of electric vehicle chargepoints will feature heavily.
- 4.6 This project seeks to increase the number of chargepoints in the two new car parks listed below.
- Swansea Central Regeneration – Charging Hubs
 - Central North Car Park – 15 chargepoints
 - Central South Car Park – 10 chargepoints
- 4.7 ***Rapid Charging Hub Concept*** - This project would seek to define a strategy for the provision of a dedicated rapid charging hub in the centre of Swansea, serving a variety of different users. The programme would be split in to various stages in order to establish feasibility, strategy, specification and programme development for a rapid charging hub. Engagement and consultation would also form an important part of this project, in identifying potential users and engaging directly with hackney and private hire vehicle operators in Swansea.

5.0 Details of Schemes - ATF

- 5.1 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 £50million across Wales in 2021/22 to support the development and delivery of schemes.
- 5.2 The projects included in the bids for Active Travel Funding 2021/22 are summarised below, and a summary map viewable in the appendices.
- 5.3 **Swansea Northern Strategic Route** - This bid for £2,388,000 seeks to further develop the Swansea Northern Strategic Route and to extend this route to provide a new strategic link to connect Pontarddulais, the largest single town without active travel access to the network within the City and County of Swansea. This project therefore seeks to construct the following links to northern areas of Swansea.
- 5.4 ***Pontarddulais Link*** – This first and most substantive section (by length) of the Pontarddulais Link would provide an off-road, traffic-free shared use path measuring 1.6km in length. This section would continue from the current active travel route which terminates at Station Road, Grovesend, and continue provision northwards to Pentre Road Bridge over the Swansea District Line.
- 5.5 Construction of a pedestrian and cycle crossing on Pentre Road Bridge, providing a crossing of the railway line is due to be constructed in the current financial year. This will ultimately allow a connection to be provided onwards to Pontarddulais.
- 5.6 ***Pontarddulais Public Transport Link*** – This is considered to be an onward section of the Pontarddulais Link project. It would connect Tidal Reach and Pentre Road to implement a suburban link for the town. The successful delivery of this phase would allow those traveling by active travel means to bypass the busy and often congested town centre one-way system, and integrate with the existing shared use provisions at Tidal Reach.
- 5.7 This proposed section would be 0.9km and would ultimately link with the Pontarddulais Link route outlined above, providing local and strategic access for the town. Importantly, this link will facilitate multi-modal journeys by linking with Pontarddulais Railway Station, and will intersect with the town centres bus services.
- 5.8 ***Penllergaer to Gorseinon*** - This scheme proposes to construct a missing link in the Swansea Northern Strategic Route, connecting with the recently constructed A48 Link to the east, and existing infrastructure in Gorseinon and ultimately NCN 4 to the west.

- 5.9 The proposed section would provide a 2.8km off-road shared use path adjacent to Gorseinon Road, connecting Penllergaer to Gorseinon providing local access to employment, education, shops, services and amenities, and wider strategic connectivity to the existing off-road network. Connection to the recently constructed off-road link from Gorseinon to Gowerton Railway Station would importantly enable multi-modal journeys.
- 5.10 **Clasemont Road** – This 900m section of proposed off-road shared use path between the recently completed A48 Link with the junction of Long View Road (DVLA), would result in the construction of a further missing section of the Swansea Northern Strategic Route.
- 5.11 The route would provide dedicated off-road cycle provision to the DVLA, a major employment centre in the north of Swansea. The delivery of a route on Clasemont Road is also of significant importance in ensuring that a future proposed route between Clasemont Road and Morriston Hospital can be taken forward, resulting in wider connectivity to the many large towns and employment sites to the east, and access to the city centre.
- 5.12 **City Centre Links** – The schemes contained within this £1,207,000 bid for local routes have been packaged to provide links into and around Swansea City Centre and seeks to continue the investments made in 2019/20 and 2020/21. The schemes aims to further extend the city centre active travel networks, to bring it into the sphere of an ever-increasing proportion of the local population. This project therefore seeks to construct the following links.
- 5.13 **Townhill Northern Link (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 with frequent public transport in operation at this point on the network.
- 5.14 This scheme has been previously been awarded funding in 2019/20 and 2020/21, and this further grant application seeks to fund the remaining work required to complete the scheme in 2021/22.
- 5.15 **Penllergaer to Fforestfach** - This proposed 2.8k route would provide a shared use route connecting at its northern end with the recently completed A48, and at its southerly end, will join with proposed future cycle infrastructure adjacent to Carmarthen Road, facilitating direct journeys into the city centre.
- 5.16 The Council will work with The Penllergare Trust to take forward this proposal in constructing a shared use path through Penllergare Valley Woods.
- 5.17 **Swansea Valley Links** - This bid for £1,391,000 seeks to further development of the active travel links serving the densely populated Swansea Valley. The routes proposed would provide direct access to the

off-road network to for the densely populated communities of Morriston and Bonymaen, and enhance the shared use paths available in the north of Swansea Enterprise Park.

- 5.18 This project therefore seeks to construct the following links.
- 5.19 **Upper Forest Way** - This link will provide enhanced connectivity through the north of Swansea Enterprise, upgrading an existing section to meet Active Travel Design Standards. In addition, the construction of a new shared use path from the south of Upper Forest Way will be created, creating an off-road link along the A48 (Clase Road) to join with NCN 43.
- 5.20 This route will serve as a diversionary route from a section of NCN 43, which experiences anti-social behaviour, whilst also facilitating improved connectivity with the many businesses located on Upper Forest Way.
- 5.21 **Morriston South Link** - These route enhancements will improve connectivity for the community of Morriston. NCN43 runs parallel to this riverside settlement, but unfortunately, connectivity is hampered by the severance created by the River Tawe.
- 5.22 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.
- 5.23 **Morriston North Link** - This route enhancements would improve an existing route and deliver a new route to benefit the eastern fringe of Morriston to link it to NCN43.
- 5.24 The improvement would deliver a 700m section of new route adjacent to the River Tawe, connecting with existing off-road provision to the south. This would also improve connectivity to and from M4 Junction 45, and enable future off-road links to be developed between Morriston and Ynystawe.
- 5.25 **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 with an off-road shared use path and would provide links between Winch Wen and Swansea Enterprise Park.
- 5.26 **Core Allocation** – The Welsh Government have allocated £1,197,000 to Swansea Council to support development, feasibility and design for future active travel schemes, alongside minor works schemes. The below briefly details the schemes submitted for funding from this core allocation for 2021/22.

- 5.27 **Minor Works Programming from ATNM Consultations** - Programming and design of any minor works that are identified as a result of Active Travel Network Map consultations in 2021, in order that a programme of works can be proposed for delivery in future years.
- 5.28 **Active Travel Promotion**- Continued promotion of new and existing active travel routes through 'Swansea Bayways', targeting the general public, as well as specific groups in relation to new and existing active travel routes. Providing events, signposting users to information and wider stakeholder participation in activities will be included in the package to be delivered.
- 5.29 **Active Travel Workplace Initiative** - Specific support, events and resources provided to businesses and employers to encourage and enable their employees to walk and cycle to work. Workplace cycle awareness events, cycle training, toolkits, advice and support will be offered to businesses that engage in the programme.
- 5.30 **Share with Care Signage** - Further rollout of 'Share with Care' signage on the existing cycle network, to encourage users to have consideration for other users of shared use paths.
- 5.31 **Cycle Counters** - Installation of a number of fixed cycle counters across the cycle network, to record speed and volume of users.
- 5.32 **Core Fund Consultation** - Dedicated support to assist with engagement and consultation activities associated with the proposed design and feasibility projects. Early and extensive engagement with communities groups and stakeholders in order to develop scheme plans and designs.
- 5.33 **Walter Road and Sketty Road** - Further design and consultation of the proposals for provision for cycling along this prominent route. With a number of densely populated communities surrounding this route, and the excellent off-road connections at either end of the proposed route, this dedicated provision has the potential to enable many active travel journeys along this 2km route towards major employers in the City Centre and beyond.
- 5.34 **DVLA to Morriston Hospital** - Further design and negotiation with land developer to incorporate a shared use path through the development and onwards to link with Morriston Hospital, and the existing network. To provide a missing link in the Swansea Northern Cycle Route and to link these two major employers.
- 5.35 **Pont Y Cob Road** - Continued feasibility and design for provision of an off-road alternative and options appraisal to explore improve cycle provision at this point on of the network. Pont y Cob Road is a low lying route that crosses marshland, connecting local traffic between Gowerton and Loughor (2,000 AADT). The road is narrow and has previously had

cycle lanes marked on both sides of the lane. The route is not compliant and requires an option appraisal to establish an off-road alternative.

- 5.36 **Blackpill Bridge** - Detailed design works to establish grade-separated crossing of Mumbles Road. This improvement would remove the need for an at-grade road crossing, benefitting circa 586 cyclists (and additional pedestrians) each day.
- 5.37 **Clyne Common** – Further feasibility and design of a shared use path connecting Mayals Road with Bishopston over Clyne Common. This is a strategic route for the communities of South Gower and would ultimately deliver a safe walking route to school for Bishopston Comprehensive School.
- 5.38 **NCN43 Ynysallan Road and Parc Brynheulog** - Minor works to realign the cycle route under the motorway bridge adjacent to Ynysallan Road. In addition, design and feasibility will be undertaken to establish a route between Parc Brynheulog and NCN43. This area is currently disconnected from the network for both pedestrians and cyclists.
- 5.39 **NCN 43 Swansea Canal** - Design of improved route adjacent to Swansea Canal, working with the Canal and River Trust to establish agreement on improvement to the section of NCN 43 through Clydach, adjacent to the canal. The towpath is currently narrow, with vegetation overgrowth and roughly surfaced. Neath Port Talbot have recently made improvements to the section from Trebanos to Pontardawe, this work would seek to establish continuity of agreed surfacing with Canal and River Trust to continue the widening and surfacing of the route in to Swansea.
- 5.40 **Cwm Level Road to Clase** - Proposal to undertake feasibility seeking to establish an alignment linking Clase to the existing off-road network.
- 5.41 **Mumbles Community Links** - Feasibility and design of a route linking the residential areas of Mumbles, with the established foreshore cycle route.
- 5.42 **Bridge Parapet Adjustments** – A proposal to increase the parapet height on the bridge over the A4067 and River Tawe.
- 5.43 **Bridge Amendments** - The bridge over the A4067 (Plasmarl) has ramped access to the north, but is stepped to the south. Proposal to undertake feasibility and design for a new ramp platform to the south, that would enable a link to be established from Plasmarl to NCN 43, alongside the design of a short 100m section to join the network on Beaufort Road.
- 5.44 **Gors Avenue Improvements** - Design and installation of minor improvements to the route to improve functionality.

- 5.45 **Cycle Hub Development** - Design and installation of a dedicated and secure bicycle parking facility adjacent to Swansea Bus Station. To provide increased city centre secure bicycle parking, targeted at those working within the city centre core.
- 5.46 **Dropped Crossing Improvements** - Dropped crossing improvements within Llansamlet, providing linkages to adjacent shared use provisions.

6.0 Equality and Engagement Implications

- 6.1 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.
- 6.2 Our Equality Impact Assessment process ensures that we have paid due regard to the above.
- 6.3 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.
- 6.4 An Equality Impact Assessment Screening Form has been completed. The outcome of the Assessment is that full Equality Impact Assessments will be required if these schemes are progressed.
- 6.5 All schemes will be designed in accordance with the national design guidance and will be compliant with the Equality Act 2010.

7.0 Financial Implications

- 7.1 The schemes described in this report, rely upon the Local Transport Fund, Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund to provide grant funding to secure their delivery.
- 7.2 Summary:

**Table Two – Financial Summary for of LTF, ULEVTF & ATF Bids
2021/22**

Scheme	Total LTF/ ULEVTF/ ATF(£k)	Match Funding (£k)	Total Project Costs (£k)
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7.3 Financial summaries for each of the above schemes are attached as appendices to this report.

7.4 The schemes are 100% reliant upon grant to secure their delivery. The Northern City Link Sustainable Transport Corridor project does include a small match fund element which will be required to achieve full grant spend. Match funding has been included where possible in order to enhance the chances of the schemes securing grant funding. The schemes which will offer match funding are set out below:

- *Local Transport Fund | Northern City Link Sustainable Transport Corridor – Dyfatty Interchange*

7.5 Construction of a shared-use path adjacent to Dyfatty Street, west of Dyfatty Junction is proposed to be delivered as part of this scheme in 2021/22, utilising a match funding S106 contribution. This will ensure that future active travel infrastructure at Dyfatty Interchange will immediately link with the existing off-road cycle network to the east, providing a dedicated active travel route linking with existing off-road routes on Orchard Street and into the city centre.

7.6 The Spend profile is summarised below:

Table Three – Dyfatty Interchange Spend Profile (Proposed)

	2020/21 (£k)	2021/22 (£k)	2022/23 (£k)	Total (£k)
Local Transport Fund		1190	TBD	1190
Match Funding (S106 Mariner Street Development)		40		40
Grand Total				1230

7.7 The Welsh Government's transport capital infrastructure grants will require that all spend is done in accordance with the Council's Contract Procedure Rules.

7.8 Claims are to be made to the Welsh Government on a quarterly basis. If the funding bids are successful, the Welsh Government will require the funding to be fully spent and claimed by the end of March 2022.

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

8.0 Staffing/ IT Implications

8.1 There are none.

9.0 Legal Implications

9.1 The Welsh Government's transport capital infrastructure grants will require that all spend is done in accordance with the Council's Contract Procedure Rules.

9.2 When delivering Transport Schemes, compliance will be required with the relevant Highways and Transport Act measures and guidelines. The Active Travel (Wales) Act 2013 puts an obligation on local authorities to provide walking and cycling infrastructure.

9.3 It will be necessary to ensure that all terms and conditions attached to the external grant funding are complied with and that the Council's Financial Procedure Rules Regarding Grant Applications and Acceptances are followed.

9.4 Land agreements whether by purchase or lease should be in place prior to the commencement of scheme construction and delivery.

9.5 Planning Consent may be required for the following schemes:

- a. Baldwins Bridge: Planning Consent will be required to ultimately facilitate the delivery of this project.
- b. South West Wales Metro | Bus Pilot Corridor: 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.
- c. Electric Vehicle Charging Infrastructure: The installation, alteration or replacement of outlets and upstands for recharging electric vehicles within an area lawfully used for off-street parking is permitted development under the General Permitted Development Order Regulations 1995 (as amended). For the proposed on-street chargepoint locations, where this falls outside of permitted development, planning consent may be required.
- d. 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.

9.6 Separate legal advice will need to be sought regarding any contract and procurement issues relevant to the schemes.

9.7 The Council must comply with all terms and conditions attached to the offer of grant funding.

9.8 Accepting the grant funding and approving the schemes will enable the Council to comply with its obligations under the Active Travel (Wales) Act 2013.

Background Papers: Local Transport Fund, Ultra Low Emission Vehicle Transformation Fund, and Active Travel Fund Bid Documents, EIA Screening Form

Appendices:

Appendix A – South West Wales Metro Financial Summary

Appendix B – Baldwins Bridge Financial Summary

Appendix C – Northern City Link Sustainable Transport Corridor Financial Summary

Appendix D – Sustainable Transport Improvements Financial Summary

Appendix E – South West Wales Metro | Bus Pilot Corridor Financial Summary

Appendix F – EV Charging Infrastructure Phase 1B Financial Summary

Appendix G – Swansea Central Redevelopment Charging Hub Financial Summary

Appendix H – Swansea Northern Strategic Route Financial Summary

Appendix I – City Centre Links Financial Summary

Appendix J – Swansea Valley Links Financial Summary

Appendix K – Core Allocation Financial Summary

Appendix L – Active Travel Fund Summary Map

APPENDIX A – SOUTH WEST WALES METRO FINANCIAL SUMMARY

Portfolio: **PLACE**

Service

: **HIGHWAYS**

Scheme

: **LTF – SOUTH WEST WALES METRO**

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Business Cases	677				677
EXPENDITURE	677				677
<u>Financing</u>					
LTF grant	677				677
FINANCING	677				677

<u>2. REVENUE COSTS</u>	2021/22 £'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 – BALDWINS BRIDGE | FINANCIAL SUMMARY

Portfolio: PLACE
Service
: HIGHWAYS
Scheme
: LTF – BALDWINS BRIDGE

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Design and Land	1460				1460
Works	3075				3075
Fees	127				127
EXPENDITURE	4662				4662
<u>Financing</u>					
LTF grant	4662				4662
FINANCING	4662				4662

<u>2. REVENUE COSTS</u>	2021/22 £'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 – NORTHERN CITY LINK SUSTAINABLE TRANSPORT
CORRIDOR | FINANCIAL SUMMARY**

Portfolio: PLACE

Service

: HIGHWAYS

Scheme LTF – NORTHERN CITY LINK SUSTAINABLE

: TRANSPORT CORRIDOR

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys, Design, Land	970				970
Works	200				200
Fees	60				60
EXPENDITURE	1230				1230
<u>Financing</u>					
LTF grant	1190				1190
S106 Contribution	40				40
FINANCING	1230				1230

<u>2. REVENUE COSTS</u>	2021/22 £'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 – SUSTAINABLE TRASPORT IMPROVEMENTS | FINANCIAL SUMMARY

Portfolio: PLACE
Service
: **HIGHWAYS**
Scheme **LTF – SUSTAINABLE TRANSPORT**
: **IMPROVEMENTS**

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys and Design	248				248
Works	150				150
Fees	57				57
EXPENDITURE	455				455
<u>Financing</u>					
LTF grant	455				455
FINANCING	455				455

<u>2. REVENUE COSTS</u>	2021/22 £'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 – SOUTH WEST WALES METRO | BUS PILOT CORRIDOR
FINANCIAL SUMMARY**

Portfolio: PLACE

Service

: HIGHWAYS

Scheme LTF – SOUTH WEST WALES METRO | BUS

: PILOT CORRIDOR

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Business Case, Strategy & Surveys	180				180
EXPENDITURE	180				180
<u>Financing</u>					
LTF grant	180				180
FINANCING	180				180

<u>2. REVENUE COSTS</u>	2021/22 £'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 F – ELECTRIC VEHICLE CHARGING INFRASTRUCUTRE
(PHASE 1B) | FINANCIAL SUMMARY**

Portfolio: PLACE
Service : HIGHWAYS
ULEVTF – ELECTRIC VEHICLE CHARGING
Scheme : INFRASTRUCUTRE (PHASE 1B)

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Works	366				366
Fees	60				60
EXPENDITURE	426				426
<u>Financing</u>					
ULEVTF Grant	426				426
FINANCING	426				426

<u>2. REVENUE COSTS</u>	2021/22 £'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 G – SWANSEA CENTRAL REGENERATION –
CHARGING HUB | FINANCIAL SUMMARY**

Portfolio: PLACE
Service : HIGHWAYS
ULEVTF – SWANSEA CENTRAL
Scheme : REGENERATION – CHARGING HUB

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Works	140				140
EXPENDITURE	140				140
<u>Financing</u>					
ULEVTF Grant	140				140
FINANCING	140				140

<u>2. REVENUE COSTS</u>	2021/22 £'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 H – SWANSEA NORTHERN STRATEGIC ROUTE | FINANCIAL SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ATF – SWANSEA NORTHERN STRATEGIC ROUTE

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys and Design	54				54
Works	2207				2207
Fees	127				127
EXPENDITURE	2388				2388
<u>Financing</u>					
ATF grant	2388				2388
FINANCING	2388				2388

<u>2. REVENUE COSTS</u>	2021/22 £'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 I – CITY CENTRE LINKS | FINANCIAL SUMMARY

Portfolio: PLACE

Service : HIGHWAYS

Scheme : ATF – CITY CENTRE LINKS

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys and Design	51				51
Works	1080				1080
Fees	76				76
EXPENDITURE	1207				1207
<u>Financing</u>					
ATF grant	1207				1207
FINANCING	1207				1207

<u>2. REVENUE COSTS</u>	2021/22 £'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 J – SWANSEA VALLEY LINKS | FINANCIAL SUMMARY

Portfolio: PLACE

Service : HIGHWAYS

Scheme : ATF – SWANSEA VALLEY LINKS

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys and Design	59				59
Works	1253				1253
Fees	79				79
EXPENDITURE	1391				1391
<u>Financing</u>					
ATF grant	1391				1391
FINANCING	1391				1391

<u>2. REVENUE COSTS</u>	2021/22 £'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 K – CORE ALLOCATION | FINANCIAL SUMMARY

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

<u>1. CAPITAL COSTS</u>	2021/22 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys and Design	672				672
Works	525				525
EXPENDITURE	1197				1197
<u>Financing</u>					
ATF grant	1197				1197
FINANCING	1197				1197

<u>2. REVENUE COSTS</u>	2021/22 £'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 L – ACTIVE TRAVEL FUND SUMMARY MAP

