



Report of the Cabinet Member for Environment Enhancement & Infrastructure Management

Cabinet – 15 April 2021

Financial Procedure Rule 7 – Local Transport Network Fund Capital Grant 2020/21

Purpose:	To note the reduction in the revised grant funding award for the Local Transport Network Fund 2020/21 (LTNF) 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 LTNF scheme, together with the financial implications, are approved.
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Finance Officer:	Ben Smith
Legal Officer:	Debbie Smith
Access to Services Officer:	Rhian Millar

1.0 Introduction / Background

- 1.1 A funding bid for the Local Transport Network Fund (LTNF) 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 and Infrastructure Management, and the Council was successful in securing £400,000 for the development and delivery of the scheme.

- 1.2 The guidance stated that there was a total funding pot of £4 million for the Local Transport Network Fund in 2020/21. 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 £400,000, and the Welsh Government ultimately awarded funding amounting to £400,000 for FY2020/21.
- 1.4 The original award of funding was approved by Cabinet on 16th July 2020, however due to an early report of underspend on the project, a revised allocation was subsequently issued by the Welsh Government.
- 1.5 The revised allocation reduces the allocation for the South West Wales – Bus Pilot Corridor from £400,000 to £160,000.
- 1.6 This is a Transport for Wales (TfW) pilot project. Progress on a number of work streams has not progressed as quickly as programmed, resulting in forecast underspend for 2020/21. The project has however already secured further funding to continue development work in 2021/22.

2.0 Submitted Bids

- 2.1 A total of £400,000 was originally bid for by the City & County of Swansea, and the Welsh Government subsequently allocated £400,000 for the delivery of the LTNF in 2020/21. This has now been revised as shown below. The bid, the original successful funding allocation and the revised successful funding are shown in the tables below.

2.2 Table One – Summary of Original Allocation for LTNF 2020/21

Fund		Total Bid (£k)	Match funding (£k)	Total project cost (£k)
LTNF	South West Wales Metro Bus Pilot Corridor	400	0	400
Total		400	0	400

Table Two – Summary of Revised Allocation for LTNF 2020/21

Fund		Total Bid (£k)	Match funding (£k)	Total project cost (£k)
LTNF	South West Wales Metro Bus Pilot Corridor	160	0	160
Total		160	0	160

3.1 Details of Schemes- LTNF

3.2 **South West Wales Metro | Bus Pilot Corridor** – The Welsh Government has revised the allocation to £160k to continue the excellent work that began in 2019/20 with Transport for Wales (TfW) and First Cymru Buses to improve bus corridors on some of the busiest routes around Swansea.

3.3 Funding has been allocated to support the development of the following projects:

- Public Transport Hubs – *studies to establish site selection, information provision and customer experience in:*
 - *Morrison (& Swansea Enterprise Park) Bus Interchange*
 - *Mumbles Bus Interchange*
- Bus Corridor Infrastructure Assessment – *studies to establish a package of improvements required to establish bus improvement measures from Mumbles to Swansea Valley*

4.0 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 to 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 will be required if these schemes are progressed.

4.4 All schemes will be designed in accordance with the national design guidance and will be compliant with the Equality Act 2010.

5.0 Financial Implications

- 5.1 The schemes described in this report, rely upon on the Local Transport Network Fund to provide grant funding to secure their delivery.
- 5.2 The schemes are 100% reliant upon grant to secure their delivery.
- 5.3 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.
- 5.4 Any revenue costs arising from capital schemes will be met by existing revenue budgets.

6.0 Staffing / IT Implications

- 6.1 There are none.

7.0 Legal / Procurement Implications

- 7.1 When delivering Transport Schemes, compliance will be required with the relevant Highways and Transport Act measure and guidelines.
- 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 may be required for the South West Wales Metro | Bus Pilot Corridor. The vast majority of this scheme involves studies which may change 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 Network Fund Bid Documents

Appendices:

- Appendix A – South West Wales Metro | Bus Pilot Corridor Financial Summary
- Appendix B - EIA

**APPENDIX A – SOUTH WEST WALES METRO | BUS PILOT CORRIDOR
FINANCIAL SUMMARY**

Portfolio: PLACE
Service : HIGHWAYS
LTNF – SOUTH WEST WALES METRO | BUS
Scheme : PILOT CORRIDOR

<u>1. CAPITAL COSTS</u>	2020/21 £'000				TOTAL £'000
<u>Expenditure</u>					
Business Case, Strategy & Surveys	160				160
EXPENDITURE	160				160
<u>Financing</u>					
LTNF grant	160				160
FINANCING	160				160

<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