



## Report of the Cabinet Member for Environment Enhancement & Infrastructure Management

Cabinet - 16 June 2022

### Financial Procedure Rule 7 – Local Transport Fund and Active Travel Fund Grants 2022/23

<b>Purpose:</b>	<p>To approve the funding applications for Local Transport Fund (LTF) 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 2022/23.</p> <p>To comply with Financial Procedure Rule No. 7 (Capital Programming and Appraisals): to commit and authorise schemes in the Capital Programme.</p>
<b>Policy Framework:</b>	Joint Transport Plan for South West Wales (2015-20)
<b>Consultation:</b>	Access to Services, Finance, Legal.
<b>Recommendation(s):</b>	<p>It is recommended that:</p> <ol style="list-style-type: none"><li>1) Cabinet approve the grant funding applications and assign delegated approval to the Cabinet Member and Director of Place to accept any grant funding awarded for the LTF and ATF schemes.</li><li>2) That delegated approval is assigned to the Cabinet Member and Director of Place to bid for and accept any additional grant funding which is made available for LTF and ATF schemes in the same financial year.</li><li>3) That the approved schemes are added to the Council's capital programme in line with FPR7.</li></ol>
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## **1.0 Introduction / Background**

- 1.1 Funding bids for the Local Transport Fund (LTF) and Active Travel Fund (ATF) were originally submitted to the Welsh Government on 9<sup>th</sup> February and 31<sup>st</sup> January 2022, respectively, in accordance with guidance from the Welsh Government.
- 1.2 It is understood that there was an indicative funding allocation of £10 million for the Local Transport Fund across Wales. Guidance states there is an allocation of £60 million for the Active Travel Fund for FY2022/23. The guidance provides a further breakdown of the ATF funding, advising of the pre-defined allocations to each local authority under its core allocation for 2022/23, totalling £15million. Swansea is allocated £1.11m of this core funding.
- 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 and ATF grant applications, and seeks delegated approval be assigned to Cabinet Member and Director for the LTF and ATF schemes, so that they together with their financial implications are approved.
- 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.
- 1.6 During this intervening period, Swansea Council has received award letters for bids submitted to the Active Travel Fund (on 22 March 2022) and the Local Transport Fund (on 19 May 2022). A summary of the grants awarded can be found under '5.0 Funding Awarded' in this report.

## **2.0 Submitted Bids**

- 2.1. In January 2022, the City & County of Swansea submitted nine bids totalling £11,106,500. The schemes and their bid amounts are shown in the table overleaf:

**Table One – Summary of Bids for LTF & ATF 2022/23**

<b>Scheme</b>	<b>Total LTF/ ATF (£k)</b>	<b>Match Funding (£k)</b>	<b>Total Project Costs (£k)</b>
LTF – 01 – South West Wales Metro	£765,000	£0	£765,000
LTF – 02 – Northern City Link Sustainable Transport Corridor	£400,000	£0	£400,000
LTF – 03 – Swansea Valley Bus Pilot	£315,000	£0	£315,000
LTF – 04 – Sustainable Transport Improvements	£1,615,000	£0	£1,615,000
ATF – 01 – Swansea Northern Strategic Route	£2,537,500	£0	£2,537,500
ATF – 02 – City Centre Links	£1,872,000	£0	£1,872,000
ATF – 03 – Swansea Valley Links	£1,104,000	£0	£1,104,000
ATF – 04 – West Swansea Links	£1,388,000	£0	£1,388,000
ATF – 05 – Core Allocation	£1,110,000	£0	£1,110,000
	<b>Total</b>	<b>£0</b>	<b>£11,106,500</b>

### **3.0 Details of Schemes – LTF**

3.1 The projects included in the bids for Local Transport Funding 2022/23 are summarised below.

3.2 **South West Wales Metro** – This project will continue the development work for the Swansea Bay and West Wales Metro (SBWW) which commenced in 2017/18. Although Swansea has submitted the bid, it will support a partnership project, being developed collaboratively by the four South West Wales local authorities - Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire - working alongside Welsh Government, Transport for Wales, and the Swansea Bay City Region, taking account of the evolving South-West Wales Corporate Joint Committee. The overarching vision for the Swansea Bay & West Wales Metro is to create a modern, sustainable and joined-up transport network - including trains, buses, community transport, taxis, walking and cycling - that will enable everyone access to reliable, convenient and affordable travel, and support our growth and ambition as a region.

3.3 This project received £677,000 from LTF in 2021/22, which enabled further continuation on strategy and development work on the South West Wales Metro. The continuation of the project in 2022/23 will further develop and substantiate the Metro feasibility, phasing and cost-benefit

measures. The work will be undertaken in accordance with WelTAG principals.

3.4 The £765,000 bid will fund the delivery of the following elements:

- Bus Network Development
- Transport Hub Network Development
- Active Travel Development
- Ultra Low Emission Vehicle Strategy Development
- Metro Communications Strategy
- Transport Modelling
- Project Management, Co-ordination & Policy Development

3.5 **Northern City Link Sustainable Transport Corridor** - The Northern City Link Sustainable Transport Corridor is defined as the corridor from the north of Cadle (A483, Pontarddulais Road/Pentregethin Rd junction), running along the entire length of Carmarthen Road, through Dyfatty Interchange and 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. This proposal seeks to establish a suite of improvements along a key strategic corridor, for journeys originating from the north of Swansea. It builds on work undertaken on the corridor as a whole since 2010, on Dyfatty Interchange in particular in 2016 and most recently in 2021/22 and incorporates progressing the High Street and Carmarthen Road elements.

3.6 The £400,000 bid will fund the delivery of the following elements:

3.7 *Dyfatty Interchange* – is one of the busiest and most prominent points of entry into the city centre, with a number of key corridors converging here from M4 Junction 47, along Carmarthen Road and M4 Junction 45, along Neath Road. The interchange provides a strategically important junction for multiple modes of transport moving around the City. There are circa, 18 different bus services that travel through the Dyfatty junction along Carmarthen Rd alone. However, bus infrastructure is limited with only a short section of bus lane on the approach to the traffic lights from the north and no other priority infrastructure incorporated into the junction.

3.8 Information from First Cymru Buses highlights Dyfatty Interchange as a point of high passenger weighted delay, meaning buses with high patronage and frequency are being delayed through the junction. Similarly, delays also occur on Carmarthen Road and High Street., so the overall project will make bus improvements to these to reduce passenger delay along the entire corridor.

- 3.9 Current routes across the junction for active travel are considered unsuitable and sub-standard. Additional and improved active travel infrastructure, including a realignment of the existing footbridge over Bridge Street, is proposed for the junction to make these routes more permeable for both pedestrians and cyclists. These active travel improvements will be supported by the proposed realignment of the junction and additional active travel priority measures. Together the proposals will increase the Council's ability to link all sustainable travel routes to the north, with the city centre, connecting many of the densely populated communities in the north and on the northern margins of the City with the established services, facilities and employment opportunities to be found there.
- 3.10 Current active travel routes consist of two footbridges to cross the junction north / south, while east / west crossings are at grade. However, the gradient of footbridges, height above the road, their narrowness and the hostility of the at grade road crossings mean they are not fit for purpose. Upgraded and realigned footbridges and enhanced crossings for pedestrians and cyclists at the junction, will result in a significant change in accessibility for those using active modes and provide safe off-road provision for both cyclists and pedestrians through the junction.
- 3.11 It is proposed that funding from the Local Transport Fund will be used for further refinement of the junction reconfiguration and detailed design to incorporate bus and active travel improvements
- 3.12 *Carmarthen Road Sustainable Transport* - to establish an effective bus corridor on Carmarthen Road between the north of Cadle and Dyfatty Interchange, a distance of circa 4.5 kilometres and alongside this to consider complementary active travel improvements to provide access to / from this corridor and potentially along its length.
- 3.13 Work was first undertaken to examine the improvements required to establish Carmarthen Road as a key strategic bus corridor in 2010. At this time consultants were commissioned to consider potential improvements to a number of strategic bus corridors serving Swansea, including Carmarthen Road.
- 3.14 Taking account of the issues and opportunities that have emerged since 2010 and the recent work to realign Dyfatty junction, this current LTF bid aims to revisit and update the proposals to establish the form a bus corridor along Carmarthen Road should take, in the current context. This will include options appraisal to establish a preferred bus corridor proposal, economic appraisal to inform the options appraisal and examine value for money, production of preliminary designs and estimated costs for the preferred option, identification and mitigation of risks, specification of any surveys required and consideration of requirements for land ownership and permissions.

- 3.15 Potential public transport improvements include enhanced passenger waiting facilities and information provision, as well as access routes to / from this busy arterial route for bus services. The scheme will also seek to identify, in partnership with First Cymru, other bus / coach operators, and community transport providers where delays now occur along the corridor and establish options for possible interventions to address these. Reducing the time it takes for buses to access the City and improving bus priorities over other vehicular traffic along the corridor will provide a significant incentive for modal shift from car to bus.
- 3.16 *High Street Sustainable Transport* - will focus on public transport and complementary active travel improvements to the south of Dyfatty Interchange, along High Street. The main focus will be on the High Street area between Dyfatty Interchange and High Street's junction with Welcome Lane and improved links to Swansea Rail Station. This will build on the regeneration proposals in the High Street area.
- 3.17 The scheme will establish how bus, other sustainable modes and rail can be better integrated to improve access and onward travel to/from the station. A range of potential bus priority and infrastructure improvements will be considered.
- 3.18 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 and bus services, as well as providing a local active travel route for the many deprived communities adjacent to High Street.
- 3.19 Consultation and engagement with the community will be undertaken to shape and define the options and proposed designs for all the above to be taken forward for delivery in future years.
- 3.20 **Sustainable Transport Improvements** – A funding bid for £1,615,000 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.
- 3.21 This project can be broken down into six key schemes, outlined below:
- Pontarddulais Public Transport Interchange
  - Gowerton Public Transport Interchange
  - Landore Park & Ride Alternative Provision
  - Fabian Way / Baldwins Bridge
  - City Centre Hub
- 3.22 *Pontarddulais and Gowerton Public transport interchanges* -the project will develop plans to improve two key public transport interchanges, to enable and sustain future growth and to facilitate transition of journeys from private car to public transport, linking into the developing South West Wales Metro.

- 3.23 Development of an attractive and effective new park and ride site serving the north of Swansea is proposed to replace the current site at Landore which is within the Copperworks Regeneration Area. Linked to this is a project to develop bus priority measures for bus services serving the new park and ride site and those traveling through Swansea Enterprise Park. This will improve the reliability and efficiency of public transport journey times through this busy corridor.
- 3.24 *Fabian Way/Baldwins Bridge* (linked to Fabian Way Enterprise zone and Blue Eden) is geared towards the redevelopment and regeneration of this docklands area, including the investigation of a potential light rail route, designs for a transport hub, infrastructure improvements to support regeneration and green jobs in the area and a flagship Active Travel route which ultimately will link the sites of the Universities, the seafront/marina and the City Centre. Purchase of land to enable these developments is included in this bid.
- 3.25 *The City Centre Hub* will provide a space to support those cycling and walking to / from the City Centre. Secure cycle parking and the creation of a mobility hub that can offer a range of services to encourage and support active travel including cycle repairs, information, advice, training and possibly the hire of both cycles and other non-motorised vehicles, including those suitable for people with mobility impairment is envisaged.
- 3.26 **South West Wales Metro | Swansea Valley Bus Pilot** - The Swansea Valley Bus Corridor is one of several pilot projects initiated by Transport for Wales as a means to test, trial and demonstrate improvements to bus provision which can then be expanded and replicated on other similar transport corridors over the coming years.
- 3.27 TfW and Welsh Government are investigating the feasibility of a pilot scheme to trial hydrogen buses along this corridor. The elements included in this bid will deliver bus priority and infrastructure improvements to the corridor and consequently, support the TfW/ WG pilot.
- 3.28 A total of £315,000 has been bid for, which is expected to deliver the following elements:
- 3.29 *Public Transport Hubs*: Starting in 2020/2021, Swansea Council has actively explored the potential for the development of public transport hubs across the area. Feasibility work started in 2021/22 will continue for two key transport interchanges on the corridor at Morryston and Mumbles. Further stakeholder engagement, along with options development, initial design and feasibility work will be undertaken.
- 3.30 *Bus Corridor Infrastructure Assessment*: The previous programme set out a range of options for delivery of infrastructure improvements, which will enable buses to complete the journey along the route as efficiently and reliably as possible. It includes a range of bus priority, telematics and

localised pinch point interventions, as well as improvements to bus stops, designed to improve the attractiveness of services for users.

#### **4.0 Details of Schemes - ATF**

4.1 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 £60million across Wales in 2022/23 to support the development and delivery of schemes.

4.2 The projects included in the bids for Active Travel Funding 2022/23 are summarised in five packages below.

4.3 **Swansea Northern Strategic Route** - This bid for £2,537,500 will ultimately delivery connectivity between communities across the north of Swansea, providing active travel infrastructure for communities that do not currently benefit from any linkages to the existing network. The three schemes included in this package comprise :

4.4 *Pontarddulais Link* – This section is the first and most substantive section (by length) of active travel links to Pontarddulais. The scheme was awarded partial funding in 2021/2022, which allowed for the drawing up of detailed designs, land purchase of a section of land formally forming part of Pentre Farm and the former railway line and site clearance along the route.

4.5 Since the previous funding bid, the road bridge crossing the railway line on Pentre Road, which was a significant obstruction to active travel, has been strengthened and shuttle working implemented, enabling Swansea Council to construct a wide path across the bridge with available space for the future shared use proposed within this bid. The scheme to be delivered in 2022/23 will provide an off-road, traffic-free shared use path measuring 2.4km in length. This section will continue from the current active travel route which terminates at Station Road, Grovesend, and continue provision northwards.

4.6 *Pontarddulais Public Transport Link* – This is an onward section of the Pontarddulais Link .

4.7 The scheme to be delivered in 2022/23 will provide an off-road, traffic-free shared use path measuring 1.1 km between Tidal Reach and B4296 Pentre Road. The route utilises the path of a disused railway allowing those traveling by active travel modes to bypass the busy and often congested town centre one-way system and integrate with the existing shared use provisions at Tidal Reach. The route will ultimately link with the Grovesend to Pentre Road section of route outlined above, providing local and strategic access for the town and other community facilities such as Coed Bach Park. Importantly, this link will facilitate multi-modal journeys by linking with Pontarddulais Railway Station and will intersect with the town centres bus services.



- 4.8 *Penllergaer to Gorseinon* - Funding allocated in 2021/22 has allowed for the drawing up of detailed designs and consultation activities. The scheme to be delivered in 2022/23 will construct a missing link in the Swansea Northern Strategic Cycle Route, connecting with the recently constructed A48 Link to the east, and existing infrastructure in Gorseinon and ultimately NCN 4 to the west. The proposed section would provide a 2.8km off-road path, comprising of both shared-use and segregated path, connecting Penllergaer to Gorseinon providing local access to employment, education, shops, services and amenities, and wider strategic connectivity to the existing off-road network. The new section will connect to the recently constructed off-road link from Gorseinon to Gowerton Railway Station which, importantly, will enable multi-modal journeys helping to support the aims of the Swansea Bay and West Wales Metro.
- 4.9 **City Centre Links** – The schemes contained within this £1,872,000 bid for local routes have been packaged to provide links into and around Swansea City Centre and seeks to continue the investments made in recent years.. This project seeks to construct the following links.
- 4.10 *Penllergaer to Fforestfach* - This proposed 2.8k route will provide a continuous route connecting the recently completed A48 shared-use path in the North with Pentregethin Road, Cadle and the Fforestfach retail Centre, in the south. Beginning at the existing A48 active travel route, a 3m-wide, off-road shared use path (SUP) will be provided south towards Cadle Mill, with an additional shared-use spur off this connecting to Parc Penllergaer residential estate. From Cadle Mill, the scheme will enhance the existing rural road to allow shared use, establishing quiet lane access for multiple users. This will then link to a 2.5m wide existing shared use path, which will be resurfaced and join with proposed future cycling and walking infrastructure adjacent to Carmarthen Road, facilitating direct journeys into the city centre.
- 4.11 An opportunity to work with Penllergare Trust, utilising and improving the existing alignment within the local woodland reserve, Penllergare Valley Woods, will provide direct and continuous connectivity, in an area where there is currently no alternative route for pedestrians and cyclists to travel between Penllergaer and Fforestfach.
- 4.12 **Swansea Valley Links** - This bid for £1,104,000 seeks to further develop the active travel links serving the densely populated Swansea Valley and will construct the following links:
- 4.13 *Morrison South Link Extension* - These route enhancements will improve connectivity for the community of Morrison. NCN43 runs parallel to this riverside settlement, but unfortunately 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 will be 0.5km,

further extending the Morryston South Link of 1.8km constructed in 2021/22, North along Clydach Road to the B4603 roundabout.

- 4.14 The scheme to be delivered in 2022/23 will provide a continuous 3m-wide off-road shared-use route for pedestrians and cyclists between Clydach Road near the A4067 roundabout travelling Northwards along Clydach Road and finishing at LLanllienwen Road Junction for a distance of 0.5km. The route is situated along the B4603 Clydach Road) and links further North towards Llanllienwen Road.
- 4.15 *Morryston North Link* - These route enhancements will improve existing routes and deliver new routes to benefit the eastern fringe of Morryston to link it to the NCN43 to the South. The improvement would deliver a 700m section of new route adjacent to the River Tawe, connecting with existing off-road provision to the south. The scheme helps to address lack of connectivity for residents within the Riverside Holiday Park who currently have no active travel routes. This had led to safety concerns with reports of residents walking along the A4067 dual carriageway. The scheme would also improve connectivity to and from M4 Junction 45, and the adjoining community of Cwmrhydyceirw.
- 4.16 The scheme to be delivered in 2022/23 will provide a continuous 3m-wide off-road shared-use route for pedestrians and cyclists between to the east of A4067 and west of the River Tawe between J45 of M4 and A4067 Neath Road junction with Swansea Vale, Morryston. The route will connect with NCN route 43 and with existing provision towards Swansea Vale. The route will also connect with the Morryston South Link as described above via existing provision across the A4067 junction.
- 4.17 *Ynysallan Road* - The scheme to be delivered in 2022/23 will provide a continuous 3m-wide off-road shared-use route for pedestrians and cyclists between Parc Bryn Heulog and NCN43 along Ynysallan Road. The proposal will connect Parc Bryn Heulog, Birchgrove with the wider active travel network via NCN43. The scheme will also realign and resurface the NCN43 cycle route under the motorway bridge to provide users with improved accessibility and identifiable direction of travel. The scheme will improve the connection between Morryston and NCN43 northbound, it also connects Birchgrove to destinations south of the M4 such as Gower College and the business / enterprise areas east of the River Tawe.
- 4.18 **West Swansea Links** - Existing active travel provision to the west of Swansea is largely limited to the coastal routes and NCN4, with limited routes into surrounding residential areas, providing links to schools or other key residential areas and services. This was partially addressed in 2021/22 with the construction of a new link from the Promenade extending along the B4436 Mayals Road providing a residential link to the promenade. This £1,388,000 package of schemes seeks to improve this further by extending provision westward to provide a route across Clyne Common and improving on the existing provision along the promenade.

- 4.19 *Clyne Common* - This scheme seeks to extend the active travel provision between The Mumbles area along the B4436 Mayals Road / Northway to Murton and Bishopston. A key aim of the scheme is to provide an active travel route to the village of Bishopston and Bishopston Comprehensive School connecting the area to the wider active travel network.
- 4.20 The scheme to be delivered in 2022/23 will provide 2.4 m of continuous 3m-wide off-road shared-use route for pedestrians, cyclists and equestrians connecting Mayals Road with Bishopston along the route of the B4436 over Clyne Common. The proposal will connect with the newly constructed Mayals Road Link crossing A4067 Mumbles Road and connecting with provision along the Mumbles promenade. It will also provide onward connection to NCN4 via the Promenade.
- 4.21 *Mumbles Promenade Widening* - The Promenade is one of the most popular Active Travel routes in Wales. The flat and non-trafficked route is currently constrained by a section adjacent to Oyster Wharf resulting in a width restriction along one of the busiest sections.
- 4.22 In conjunction with the Welsh Government Coastal Risk Management programme to improve the seawall of the promenade, this proposal will improve a 200m section of route between the Oyster Wharf development southwards towards the tennis courts.
- 4.23 **Core Allocation** – The Active Travel Fund provides pre-defined allocations to each local authority under its 'core allocation' for 2022/23, totalling £15million. Swansea is allocated £1,110,000 of this core funding to enable Swansea Council to support design development, consultation and engagement, and feasibility studies for potential future active travel schemes, alongside some minor works schemes. The below Core Allocation development and minor works schemes were submitted for the 2022/23 Core Allocation subject to Welsh Government approval.
- Morfa Distributor Road and Tawe Riverside corridor links
  - Pontarddulais Residential Links
  - Penllergaer Woods to Tircoed and Penllergaer to Tircoed
  - Morrision to Llansamlet
  - Fabian Way Innovation Corridor / Tidal Lagoon Links
  - Walter Road and Sketty Road
  - DVLA to Morrision Hospital
  - Pont Y Cob Road
  - Blackpill Bridge
  - Counters / Mobile counters
  - Signage / Wayfinding
  - Dropped Crossing Improvements
  - Future Routes Audit and Prioritisation

## 5.0 Funding Awarded

5.1 In total, the City and County of Swansea has been awarded £8,325,000 from the Welsh Government. £7,030,000 was awarded from the Active Travel Fund and £1,295,000 awarded from the Local Transport Fund.

<b>Scheme</b>	<b>Grant Awarded</b>
LTF – 01 – South West Wales Metro	£400,000
LTF – 02 – Northern City Link Sustainable Transport Corridor	£0
LTF – 03 – Swansea Valley Bus Pilot	£315,000
LTF – 04 – Sustainable Transport Improvements	£330,000
LTF – 05 – Regional Bus Core Allocation	£250,000
ATF – 01 – Swansea Northern Strategic Route	£2,079,000
ATF – 02 – City Centre Links	£1,872,000
ATF – 03 – Swansea Valley Links	£796,000
ATF – 04 – West Swansea Links	£1,173,000
ATF – 05 – Core Allocation	£1,110,000
<b>Total</b>	<b>£8,325,000</b>

5.2 Swansea Council Officers are currently following up with the Welsh Government on feedback provided regarding the Active Travel Fund bid and is seeking further clarification from Welsh Government regarding its bid to the Local Transport Fund. Schemes which have received partial funding, or no funding, may have other opportunities to apply for funding in-year or in next year's funding bids following further development.

## 6.0 Integrated Assessment Implications

6.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, 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 Acts.
- 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.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

- 6.2 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 6.3 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 6.4 These transport infrastructure schemes will serve to improve public amenity, connectivity and access for all, particularly for people with disabilities, and will be the subject of consultation as appropriate.
- 6.5 Close consultation with local disability and access groups will be undertaken to ensure accessibility for all. For some schemes proposed to be delivered, this process has already taken place, alongside engagement with a range of other stakeholders and the public. For schemes which are proposed to be developed, this will be undertaken if they are approved by Welsh Government, and individual projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right.
- 6.6 The Well-being of Future Generations Act (Wales) 2015 has been considered in the development of these schemes. These initiatives support our Corporate Plan's Well-being Objectives, will contribute towards the seven national wellbeing goals, applying the five ways of working and meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 6.7 These schemes will be highly visible to the public and are considered to pose a medium risk to the Council. The cumulative impact of these schemes should be a positive one for people living along or near the proposed schemes. They will improve public transport and active travel for communities and make more sustainable forms of travel more attractive, safe and accessible.

## **7.0 Financial Implications**

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

### **Table Two – Financial Summary of LTF & ATF Bids 2022/23**

<b>Scheme</b>	<b>Total LTF/ ATF (£k)</b>	<b>Match Fundin g (£k)</b>	<b>Total Project Costs (£k)</b>
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ATF – 05 – Core Allocation	£1,110,000	£0	£1,110,000
	<b>Total</b>	<b>£0</b>	<b>£11,106,500</b>

- 7.3 Financial summaries for each of the above schemes submitted in funding bids to LTF and ATF are attached as appendices to this report.
- 7.4 All funding bids submitted have been signed off by the Section 151 Officer.
- 7.5 All schemes are 100% reliant upon grant funding to secure their delivery.
- 7.6 The Welsh Government’s transport capital infrastructure grants will require that all spend is made in accordance with the Council’s Contract Procedure Rules.
- 7.7 Claims are to be made to the Welsh Government on a quarterly basis and the Welsh Government will require the funding to be fully spent and claimed by the end of March 2023.
- 7.8 Any revenue costs arising from capital schemes will be met by existing revenue budgets.

## **8.0 Staffing /IT Implications**

There are no staffing or IT implications.

## **9.0 Legal Implications**

- 9.1 The Welsh Government's transport capital infrastructure grants will require that all spend is compliant with the Council's Contract Procedure Rules. Applicable spend must also comply with the Public Contracts Regulations 2015.
- 9.2 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.
- 9.3 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.
- 9.4 Where the Council wishes to acquire land, the relevant Responsible Officer must instruct the Head of Property Services to negotiate, settle or confirm the terms of such acquisition after taking into account any relevant statutory provisions or guidance and any advice from the Chief Legal Officer. Any acquisitions must comply with the Council's Land Transaction Procedure Rules and generally the terms of any acquisition must be in accordance with the market value of the interest to be acquired and be approved in writing by the Head of Property Services.
- 9.5 Section 120(1) of the Local Government Act 1972 authorises Local Authorities to acquire any land for their functions, and for the 'benefit, improvement or development of their area'. The Council has to consider the Well-Being of Future Generations (Wales) Act 2015, the 7 well-being goals and how the scheme may improve the social, economic, environmental and cultural well-being of Wales.
- 9.6 Land agreements whether by purchase or lease should be in place prior to the commencement of scheme construction and delivery.
- 9.7 When Planning Consent may be required for the following schemes:
- LTF Northern Strategic Corridor: Planning permission is required for the Dyfatty Junction scheme. No permissions are required for this stage of the High St and Carmarthen Road elements.
  - ATF scheme development and delivery may require land purchase and planning consent where the works fall outside of the permitted development rights and Council land ownership. ATF schemes where planning consent is required are listed below:
    - Pontarddulais Link: Planning Permission has been granted.
    - Pontarddulais Public Transport Link: Advance discussions have taken place with the authority's Planning team to ensure that issues of concern

have been identified and considered during the detailed design stage. A planning application has been submitted and a decision is expected shortly.

- Clyne Common: Planning permission not required within extension of adopted highway permitted under development rights within Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995. Advance discussions have taken place with the Authority's Planning, Conservation and AONB Teams to ensure identified concerns identified and considered during the detailed design stage.

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

9.9 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 and Active Travel Fund Bid Documents

### **Appendices:**

- Appendix A - LTF South West Wales Metro Bid Financial Summary
- Appendix B - LTF Northern Strategic Corridor Bid Financial Summary
- Appendix C - LTF Swansea Valley Bus Pilot Bid Financial Summary
- Appendix D - LTF Sustainable Transport Improvements Bid Financial Summary
- Appendix E - ATF Swansea Northern Strategic Route Bid Financial Summary
- Appendix F - ATF City Centre Links Bid Financial Summary
- Appendix G - ATF Swansea Valley Links Bid Financial Summary
- Appendix H - ATF West Swansea Links Bid Financial Summary
- Appendix I - ATF Core Allocation Bid Financial Summary
- Appendix J - Local Transport Fund Bid Summary Map
- Appendix K - Active Travel Fund Bid Summary Map
- Appendix L - IIA Screening Form



## APPENDIX A – SOUTH WEST WALES METRO BID FINANCIAL SUMMARY

Portfolio: PLACE  
 Service: HIGHWAYS  
 Scheme: LTF – SOUTH WEST WALES METRO

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Surveys	110				
Design	475				
Project Management	80				<b>765</b>
Monitoring & Evaluation	30				
Promotion	70				
<b>EXPENDITURE</b>	<b>765</b>				
<u>Financing</u>					
LTF grant	765				765
<b>FINANCING</b>	<b>765</b>				<b>765</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**APPENDIX B – NORTHERN STRATEGIC CORRIDOR BID FINANCIAL SUMMARY**

**Portfolio: PLACE**  
**Service: HIGHWAYS**  
**Scheme: LTF - NORTHERN STRATEGIC CORRIDOR**

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>	330				<b>400</b>
Design	50				
Project Management	20				
Promotion					
<b>EXPENDITURE</b>	<b>400</b>				
<u>Financing</u>					
LTF grant	400				400
<b>FINANCING</b>	<b>400</b>				<b>400</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance	To be met from existing budgets				0
Equipment Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## APPENDIX C – SWANSEA VALLEY BUS PILOT BID FINANCIAL SUMMARY

**Portfolio: PLACE**  
**Service: HIGHWAYS**  
**Scheme: LTF - SWANSEA VALLEY BUS PILOT**

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Design	90				
Construction	175				
Project Management	25				
Promotion / Consultation	25				
<b>EXPENDITURE</b>	<b>315</b>				<b>315</b>
<u>Financing</u>					
LTF grant	315				315
<b>FINANCING</b>	<b>315</b>				<b>315</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**APPENDIX D – SUSTAINABLE TRANSPORT IMPROVEMENTS BID  
FINANCIAL SUMMARY**

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

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Design	395				
Land Purchase	1000				
Construction	120				1,615
Project Management	50				
Promotion / Consultation	50				
<b>EXPENDITURE</b>	<b>1,615</b>				
<u>Financing</u>					
LTF grant	1,615				1,615
<b>FINANCING</b>	<b>1,615</b>				<b>1,615</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance	To be met from existing budgets				0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**APPENDIX E – SWANSEA NORTHERN STRATEGIC ROUTE BID FINANCIAL SUMMARY**

**Portfolio: PLACE**  
**Service: HIGHWAYS**  
**Scheme: ATF - SWANSEA NORTHERN STRATEGIC ROUTE**

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Surveys	5				
Design	17				
Accommodation Works	27				
Construction	2,378				<b>2,537</b>
Project Management	100				
Promotion	10				
<b>EXPENDITURE</b>	<b>2,537</b>				
<u>Financing</u>					
ATF grant	2,537				2,537
<b>FINANCING</b>	<b>2,537</b>				<b>2,537</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## APPENDIX F – CITY CENTRE LINKS BID FINANCIAL SUMMARY

**Portfolio: PLACE**  
**Service: HIGHWAYS**  
**Scheme: ATF – CITY CENTRE LINKS**

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Surveys	5				
Accommodation Works	5				
Construction	1,799				<b>1,872</b>
Project Management	58				
Promotion	5				
<b>EXPENDITURE</b>	<b>1,872</b>				
<u>Financing</u>					
ATF grant	1,872				1,872
<b>FINANCING</b>	<b>1,872</b>				<b>1,872</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## APPENDIX G – SWANSEA VALLEY LINKS BID FINANCIAL SUMMARY

**Portfolio: PLACE**  
**Service: HIGHWAYS**  
**Scheme: ATF – SWANSEA VALLEY LINKS**

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Design	7				
Accommodation Work	23				
Construction	1,013				<b>1,104</b>
Project Management	58				
Promotion	3				
<b>EXPENDITURE</b>	<b>1,104</b>				
<u>Financing</u>					
ATF grant	1,104				1,104
<b>FINANCING</b>	<b>1,104</b>				<b>1,104</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## APPENDIX H – WEST SWANSEA LINKS BID FINANCIAL SUMMARY

Portfolio: PLACE  
 Service: HIGHWAYS  
 Scheme: ATF – WEST SWANSEA LINKS

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Design	5				
Accommodation Works	5				
Construction	1,328				<b>1,388</b>
Project Management	45				
Promotion	5				
<b>EXPENDITURE</b>	<b>1,388</b>				
<u>Financing</u>					
ATF grant	1,388				1,388
<b>FINANCING</b>	<b>1,388</b>				<b>1,388</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



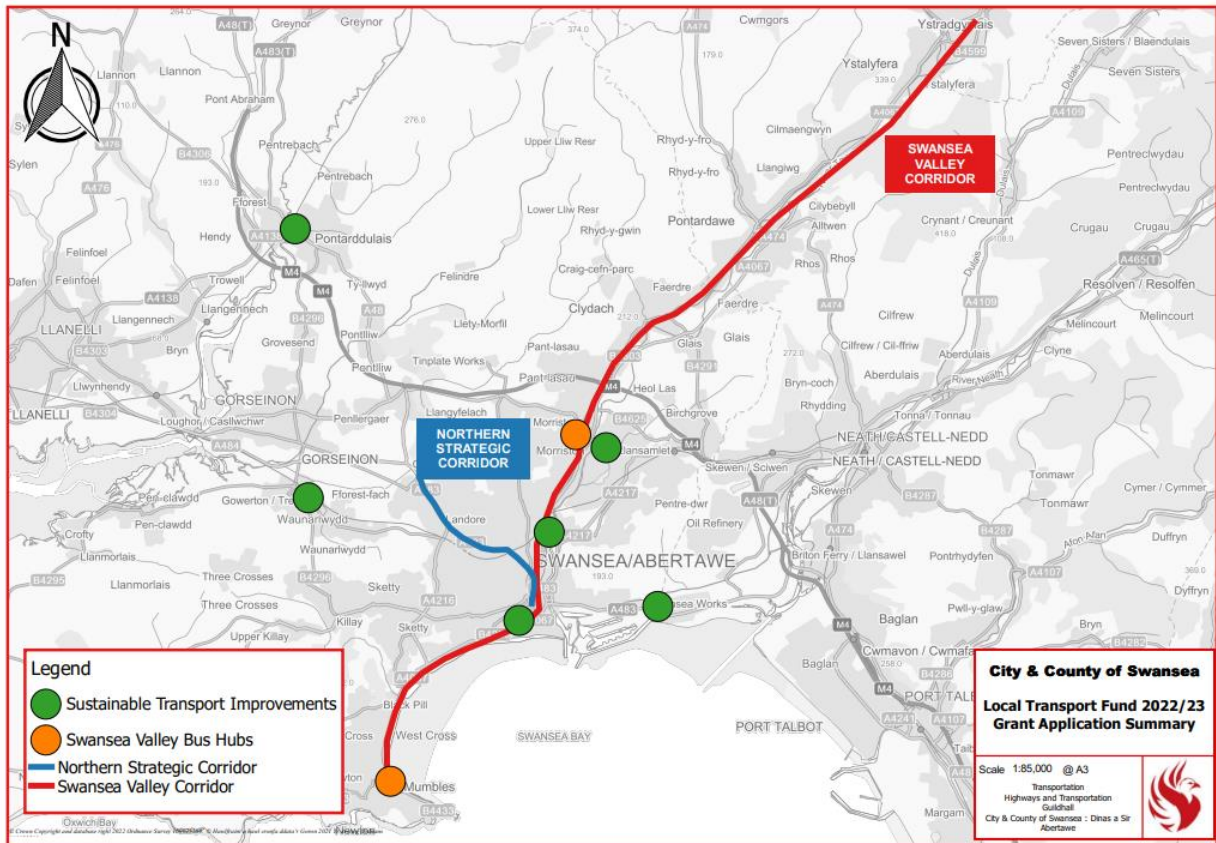
## APPENDIX I – CORE ALLOCATION BID FINANCIAL SUMMARY

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

<b><u>1. CAPITAL COSTS</u></b>	<b>2022/23 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Walter Road and Sketty Road	135				
DVLA to Morriston Hospital	45				
Pont Y Cob Road	160				
Blackpill Bridge	240				
Morriston to Llansamlet	45				
Pontarddulais Residential Links	40				
Penllergaer Woods to Tircoed	65				
Fabian Way Innovation Corridor	55				
Tawe Riverside Corridor	195				
Wayfinding/ Signage	45				
Counters/ mobile counters	35				
Dropped Crossing Improvements	25				
Further Route Audits	25				
<b>EXPENDITURE</b>	<b>1,110</b>				<b>1,110</b>
<u>Financing</u>					
ATF grant	1,110				1,110
<b>FINANCING</b>	<b>1,110</b>				<b>1,110</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2022/23 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## APPENDIX J – LOCAL TRANSPORT FUND BID SUMMARY MAP



## APPENDIX K – ACTIVE TRAVEL FUND BID SUMMARY MAP

