



**Report of the Cabinet Member for Environment & Infrastructure and
Cabinet Member for Service Transformation**

Cabinet – 15 June 2023

**Financial Procedure Rule 7 – Local Transport Fund,
Ultra Low Emission Vehicle Transformation Fund and
Active Travel Fund Grants 2023/24**

Purpose:	<p>To approve the funding applications 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 2023/24.</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 Cabinet:</p> <ol style="list-style-type: none">1) Approves the grant funding applications and delegates authority to the Director of Finance in conjunction with the Cabinet Member for Environment and Infrastructure, the Cabinet Member for Service Transformation and the Director of Place to accept any grant funding awarded for the LTF, ULEVTF (Electric Vehicle Charging Infrastructure) and ATF schemes.2) That the approved schemes are added to the Council's capital programme in line with FPR7.
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1.0 Introduction / Background

- 1.1 Funding bids for the Local Transport Fund (LTF), Ultra Low Emission Vehicle Transformation Fund (Electric Vehicle Charging Infrastructure) and Active Travel Fund (ATF) were originally submitted to the Welsh Government on 1st February and 7th February 2023, respectively, in accordance with guidance from the Welsh Government.
- 1.2 No indicative funding allocation has been made available by Welsh Government for the Local Transport Fund and Ultra Low Emission Vehicle Transformation Fund (Electric Vehicle Charging Infrastructure). Guidance states there is an allocation of £60 million for the Active Travel Fund for FY2023/24. 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 2023/24, totalling £15million. Swansea has been allocated £1.11m of core funding for 2023/24.
- 1.3 The 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, schemes offering match funding would attract higher scoring, thus increasing the likelihood of receiving an allocation for a scheme offering match funding.
- 1.4 This report seeks the retrospective approval of Cabinet for the submission of the LTF, Electric Vehicle Charging Infrastructure and ATF 2023/24 grant applications, and seeks delegated approval be assigned to Cabinet Member and Director for the LTF, Electric Vehicle Charging Infrastructure and ATF schemes, so that they, together with their financial implications are approved, upon receipt of grant award letter.
- 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 and Infrastructure, and Cabinet Member for Service Transformation was however sought and granted prior to the drafting and submission of the bids.

2.0 Submitted Bids

- 2.1. In February 2023, the City & County of Swansea submitted ten bids totalling £12,857,000 for 2023-24 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 LTF, Electric Vehicle Charging Infrastructure and ATF 2023/24

Scheme	Total LTF/ Electric Charging Infrastructure / ATF	Match Funding	Total Project Costs
LTF – 01 – Swansea Bay & West Wales Metro	£4,185,000	£0	£4,185,000
LTF – 02 – Northern City Link Sustainable Transport Corridor	£400,000	£0	£400,000
LTF – 03 – Swansea Valley Bus Corridor	£350,000	£0	£350,000
LTF – 04 – Sustainable Transport Improvements	£550,000	£0	£550,000
ULEVTF – 01 – Electric Vehicle Charging Infrastructure – Phase 2	£675,000	£0	£675,000
ATF – 01 – Swansea Northern Strategic Route	£2,579,000	£0	£2,579,000
ATF – 02 – Swansea Valley Links	£1,278,000	£0	£1,278,000
ATF – 04 – West Swansea Links	£1,285,500	£0	£1,285,500
ATF – 05 – Kingsbridge to Grovesend Improvements	£445,000	£0	£445,000
ATF – 05 – Core Allocation	£1,110,000	£0	£1,110,000
Total	£12,857,500	£0	£12,857,500

3.0 Details of Schemes – LTF

3.1 The projects included in the bids for Local Transport Fund 2023/24 are summarised below.

3.2 **Swansea Bay & West Wales Metro** – This project will continue the development work for the Swansea Bay and West Wales Metro (SBWW) which commenced in 2017/18. This is a partnership project, 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 and taking account of the work 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 integrated

transport network - including rail, bus and active travel (walking and cycling) - that will enable everyone access to reliable, convenient and affordable travel, and support growth across region.

3.3 This project has received consistent funding from LTF since 2017/18, which has enabled development work on the Swansea Bay & West Wales Metro. The continuation of the project in 2023/24 will further develop and substantiate the Metro to determine its feasibility, phasing and cost-benefit measures. It is also envisaged that some early deliverables will be provided in the areas of bus prioritisation and Real Time Passenger Information (RTPI). Where appropriate, project work streams will be undertaken in accordance with WelTAG (Welsh Transport Appraisal Guidance), as advised and required by WG.

3.4 The £4,185,000 bid proposes to fund the delivery of the following elements:

- Real Time Passenger Information (RTPI)
- Roll out of Bus Priority Signals
- Transport Modelling
- Ultra Low Emission Vehicle Strategy Development
- Active Travel Development
- Metro Communications Strategy
- Programme and Project Management and Accessibility Analysis

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 will seek 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 progression on the High Street and Carmarthen Road elements.

3.6 This scheme was subject to review by the Welsh Government's Roads Review Panel between 2021 and 2023, with the outcome recently published in a Welsh Government report, 'The Future of Road Investment in Wales'. The project will only be able to move forward in 2023/24 by reviewing and revising the scheme to take account of the recommendations of the report, and to measure whether the scheme can meet the four purposes and four conditions set out by Welsh Government in their appraisal of road investment schemes in the future.

- 3.7 A bid for £400,000 for 2023/24 has been submitted to take forward this project along its entire length from Carmarthen Road, through Dyfatty and on to High Street.
- 3.8 It is proposed that funding from the Local Transport Fund will be used to undertake a WelTAG Stage 1 appraisal and report to present a long list of proposed transport interventions along the corridor, whilst reviewing the conclusions of the Roads Review Panel to take account of any new or amended indicators that will be used to measure the validity of pursuing the scheme in future years.
- 3.9 **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.
- 3.10 The £350,000 bid proposes to fund the continued development of the following elements:
- 3.11 *Public Transport Hubs* – will provide a focus for community access to a range of local and inter-urban transport services, enabling the wider connectivity ambitions of the Swansea Bay and West Wales Metro. The facilities will offer seamless interchange, with reliable up to date information and high-quality passenger waiting facilities.
- 3.12 During 2020/21 and 2021/22, option appraisal and feasibility were undertaken for hubs at Morrision and Mumbles. Delivery options for the two selected sites have been explored, through further stakeholder engagement, along with options development, initial design and feasibility work. In 2022/23, further analysis of earlier commissions has aided in the preparation of the scope of the next phase of development for both Mumbles and Morrision, and the proposed solution at both locations will continue in development and consultation in 2023/24, subject to funding.
- 3.13 Whilst much has been done in recent years to improve bus shelter and information screens on key corridors, the proposals contained in this scheme are designed to target areas that do not currently have a dedicated public transport hub within their community but are within densely populated areas and of geographically strategic importance for interchange. This work will focus on design options for hubs, information provision and customer experience.
- 3.14 Swansea Council has been working with TfW and First Cymru on this pilot project to establish improvements to bus corridors across Swansea, with transport hubs being a key element of this. Swansea Council intends to build upon this work by undertaking more detailed investigations into how best to deliver the proposed interventions and the form these should take at two specific transport points of interchange on the Swansea Valley corridor.

- 3.15 Further interchanges may be identified as part of the ongoing commission (as a reflection of the areas of greatest demand), and a broad suite of improvements will be proposed for primary and secondary hubs on the network. This is linked to the complementary programmes of Swansea Council for transport hubs, along with the Regional and National workstreams to develop standards for transport hubs, linked to the development of the Swansea Bay and West Wales Metro.
- 3.16 *Bus Corridor Infrastructure Assessment and Improvements* - will include a wider package of passenger waiting facility improvements along the corridor, complementing a package of improvements of this nature undertaken as part of the scheme in 2022/23 along the northern section of the corridor.
- 3.17 In 2022/23 initial work has been undertaken to consider improvements to the bus corridor; accessibility enhancements have been identified at Swansea University Singleton Campus, and a package of infrastructure improvements to passenger waiting facilities along the northern section of the bus corridor, namely between Clydach and Morriston. The recommendation, leading to this bid, is for the higher level of intervention. This 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.
- 3.18 **Sustainable Transport Improvements** – A funding bid for £550,000 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.
- 3.19 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
 - Swansea Enterprise Park Bus Corridor
 - Transport Hub Cycle Parking
 - Park & Share Improvements
- 3.20 *Pontarddulais and Gowerton Public Transport Interchanges* - these projects 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 Swansea Bay & West Wales Metro.
- 3.21 *Landore Park & Ride Alternative Provision* – the 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. This project will build on the work undertaken in 2021/22 and 2022/23 which, based on an initial longlist, has

identified two potential sites for the Park and Ride. The new site will target vehicles exiting the M4 from J45 (Ynysforgan) and provide opportunities for integration with local bus services. This is based on the previous work which identified all potential sites as commercially sustainable and situated in a convenient location to encourage multi-modal journeys into the City Centre.

3.22 *Swansea Enterprise Park Bus Corridor* - this project will be linked to the Landore Park and Ride Alternative Provision project, as both will be required to establish a full business case for the preferred site and importantly how it links with the highway network in providing quick and convenient transit for user to the city centre. The project will identify a preferred alignment for bus priority and improvement measures, seeking to reduce public transport journey time and increase reliability of bus services through the Enterprise Park.

3.23 *Transport Hub Cycle Parking* - this project seeks to improve and introduce a secure cycle parking system at key transport hubs. Swansea Council has worked to improve secure cycle parking in the city centre and park and ride site in recent years. It is proposed that this project would expand the provision to transport hubs outside of the city centre.

3.24 *Park & Share Improvements* – this scheme proposes to improve signage and accessibility to the park and share site adjacent to J46 of the M4. The scheme also proposes to improve the surface of the car park.

4.0 Details of Schemes – Ultra Low Emission Vehicle Transformation Fund (Electric Vehicle Charging Infrastructure)

4.1 **Electric Vehicle Charging Infrastructure – Phase 2 (£675,000)** – 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 to 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 and 2020/21 delivered chargepoints in 26 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 a second phase now commence to install additional chargepoints in several on-street, destination and hub locations, 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, comprising of:

- **On-Street:** The locations in this category are of strategic importance in offering EV charging to a large number of multi-use users in on-street locations located in the heart of community areas, adjacent to local services and shops.
- **Destination:** The car parks covered by this location type are important trip attractors and tourist destinations and will provide charging infrastructure in areas where very limited or no other charging provision is located for both tourist use and wider local use.
- **Hub:** Car parks in this location offer access to a broad range of nearby facilities, and rapid charging hubs are of significant importance in supporting the economy of the City Centre and multi-user vehicles.

4.4 The proposed sites for the placement of EV charging infrastructure in this phase are listed below:

- **On-Street Charging**
 - Uplands
 - Sketty
 - Killay
 - Quarry Street
- **Destination Charging**
 - Penlan Leisure Centre
 - Penyrheol Leisure Centre
 - Morriston Leisure Centre
 - Bishopston Leisure Centre
 - Cefn Hengoed Leisure Centre
 - Singleton Boating Lake
 - Pennard Library
 - Brynhyfryd Square
 - Llansamlet Station
 - Recreation Ground (Bay Marking Only)
 - Port Eynon (Bay Marking Only)
- **Hub Charging**
 - Oxford Street, Swansea – this proposed scheme would involve the placement of a 4-bay rapid charging hub, which would serve to offer rapid charging (>50kW-150Kw) to a variety of different users.

4.5 Revenue funding is also due to be made available in 2023/24 to help support a resource for project management, promotion, engagement, and public awareness strands. This is to ensure that a comprehensive package of works and support in improving public confidence and understanding of EVs is met, so that further adoption of ultra-low emission vehicles, whether that be for private use, or for use by taxis and private hire vehicles, is achieved.

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 indicated that approximately £60million will be available across Wales in 2023/24 to support the development and delivery of active travel schemes.
- 5.2 The projects included in the bids for Active Travel Funding 2023/24 are summarised in five packages below.
- 5.3 **Swansea Northern Strategic Route** - This bid for £2,579,000 will ultimately deliver connectivity between communities across the north of Swansea, providing active travel infrastructure for communities that do not currently benefit from linkages to the existing network. The three schemes included in this package comprise of:
- 5.4 *Pontarddulais Connect* – This scheme will complete the north-south link which will connect the town of Pontarddulais with the existing off-road active travel network, and facilitate journeys to and from Carmarthenshire, which borders Pontarddulais. The development of a northern spur of the Swansea Northern Strategic Route, ensures that a route across the north of Swansea connects with NCN4, but also offers northern connectivity for journeys to and from both Pontarddulais and Carmarthenshire. The route has been named ‘Pontarddulais Connect’, as this scheme will deliver the final sections required to ‘connect’ Pontarddulais to the Swansea Northern Strategic Route.
- 5.5 The proposals combine two previous development schemes ‘Public Transport Link’ and ‘Residential Link’ schemes in Pontarddulais to deliver an integrated package of walking and cycling links. The routes will connect key residential areas of Pontarddulais with three schools, Pontarddulais train station, leisure facilities, retail outlets and south via the recently delivered ‘Pontarddulais Active Travel Link’ which leads south via Grovesend and Gorseinon to become the northern spur of the Swansea Northern Strategic Route.
- 5.6 Phase 1 (2023/24) - The ‘Public Transport Link’ element of the scheme will provide an off-road, traffic free shared use path measuring 1.1 km between Tidal Reach and B4296 Pentre Road. This will be split across two-years, with the first year focusing on the construction of the Coed Bach Park section. The ‘Residential Links’ element of the scheme is a package of works offering complementary localised feeder links from the residential areas of Pontarddulais to the strategic link outlined above.
- 5.7 *DVLA to Morriston Hospital Phase 1* - The scheme proposes the construction of a 1.7km off-road shared use path phased over two years, between existing routes on Clasemont Road at the south of the route, and Heol Maes Eglwys at the north. Sitting at the centre of the Swansea Northern Strategic Route, the construction of this section will address a

missing link in the strategic network, whilst also offering significant benefit to local journeys to Morriston Hospital, and the DVLA.

- 5.8 Phase 1 (2023/24) - will construct the 1.1km northern section of the route, from Heol Maes Eglwys to the mid-point of the scheme, which will join Pant Lasua Road. A mid-point access has been added to the scheme to enable the first phase of works to be opened to the public and to offer benefit to users, whilst construction of Phase 2 is awaited. The access on Pant Lasua Road, will remain once all phases are complete.
- 5.9 *Loughor to Gowerton* - This scheme will provide a missing link in the active travel network between Loughor and Gowerton through the introduction of a shared use path along a route which currently has no provision for pedestrians. Whilst advisory cycle lanes currently feature along this section of NCN4, there is much improvement needed to facilitate dedicated infrastructure for both walking and cycling, to facilitate a greater number of active travel journeys, and introduce safe infrastructure for both cyclists and pedestrians.
- 5.10 Phase 1 (2023/24) - will construct the southern section, which will commence from Ffordd Beck, adjacent to Gowerton Primary School. The proposed alignment will pass the school playing fields, with the route joining Pont Y Cob Road and continuing south to Island Bridge.
- 5.11 **Swansea Valley Links** – This bid for £1,278,000 seeks to further develop and extend the active travel links serving the densely populated Swansea Valley.
- 5.12 *Claesmont Road to Morrison Link* - This 1.8km route will provide a key connection and joining point for the community of Morriston, to integrate journeys on to the wider strategic active travel network. The construction of a 3m-wide shared use path on Clasemont Road, will join directly with a shorter section completed in 2021/22 on Clasemont Road which joined the A48 shared use path to the DVLA building. The scheme will pick up at the end of that scheme, providing continuity of route through the community to the east, and joining at the eastern end with the recently constructed Morriston South Link. The 1.8km route proposed offers connectivity to both the east and west, however it also offers a dedicated route within the local community linking through the centre of Morriston.
- 5.13 *Morriston North Walking Link* - This route seeks to deliver a new walking route to benefit the eastern fringe of Morriston to link it to NCN43. The scheme will address the current lack of connectivity for residents within the Riverside Holiday Park who currently have no active travel routes linking from the predominantly residential site.
- 5.14 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 the adjoining community of Cwmrhydyceirw. Whilst every effort has been

made to establish a route suitable for both walking and cycling, it is ultimately only feasible to deliver a walking route along this 700m section, due to the narrow margin available adjacent to a significant flood defence area of the River Tawe.

- 5.15 **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 link to the promenade. This £1,285,500 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.
- 5.16 *Clyne Common* - This scheme seeks to extend the active travel provision between Swansea's foreshore route to South Gower, along the B4436 Mayals Road west to 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.
- 5.17 This scheme commenced construction in 2022/23, with further funding required in 2023/24 to complete the route. The scheme proposes to deliver a 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 foreshore. It will also provide onward connection to NCN4 via the foreshore. The total scheme length is 2.4km.
- 5.18 *Mumbles Foreshore Widening* - The authority is currently developing a project in conjunction with the Welsh Government's Coastal Risk Management programme to introduce new infrastructure to safeguard the Mumbles community from coastal flooding. This work will primarily involve the introduction of a new parapet / wall along the seaward edge of the foreshore. This bid covers a 200m section of route between the new Oyster Wharf development southwards towards the tennis courts, contributing to active travel improvements to be made as part of the scheme.
- 5.19 The scheme passes in front of the recent Oyster Wharf development comprising of a number of restaurants, retail stores and a spa/gym which has increased employment and services in the area but adding to demand on the existing provision. The scheme will also improve connectivity and permeability for residents living along the foreshore allowing ease of access to the wider network via NCN4, enabling onward travel both north and east of Mumbles and promoting sustainable active travel.

- 5.20 **Kingsbridge to Grovesend Improvements** – This bid for £445,000 will focus on improving the existing Kingsbridge to Grovesend route which links through the Gorseinon area. The proposed improvements to this section of route will continue to provide an off-road, shared use path that will conform with Active Travel Design Standards. This will greatly enhance the infrastructure at this point on the network, offering continuity of provision and route quality where it connects with newly constructed shared use paths to the north, east and south of the route.
- 5.21 The shared use path, measuring 3.4km, will be widened to 3m width and the surface upgraded. This will provide a surface suitable for active travel, improving user experience.
- 5.22 **Core Allocation** – The Welsh Government awards an automatic ‘core allocation’ to each local authority in Wales as part of their Active Travel Fund. Swansea Council is due to receive a core allocation of £1,110,000 in 2023/24 which will enable the authority 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 2023/24.
- 5.23 *Walter Road and Sketty Road (Development Only)* - This scheme proposes to deliver dedicated cycle provision and walking improvements along Walter Road and Sketty Road, which serve the popular Uplands area and are major routes into the City Centre. This scheme has the potential to unlock a significant volume of active travel journeys along its 2km length into the City Centre and enable further links from a number of densely populated communities surrounding this route.
- 5.24 *Blackpill Active Travel Improvements (Development Only)* - This scheme seeks to improve an important crossing point on National Cycle Network Route 4 where the path from Pontarddulais, Gorseinon, Gowerton and Dunvant meets the popular Swansea foreshore which connects the city centre with Mumbles and the Gower. This high-volume route is currently severed by the busy Mumbles Road where active travel users are required to cross a heavily trafficked dual-carriageway via an at-grade crossing point. This scheme will develop a single preferred option for active travel and placemaking improvements in this key location.
- 5.25 *Penllergaer Woods to Tircoed (Development Only)* - This scheme will provide a missing link to allow the completion of the new Penllergaer to Fforestfach route to Tircoed. This will provide access to various employment and retail facilities, further South, to those communities living in Tircoed that are currently isolated from access to the Penllergaer Valley Woods and beyond by the M4 motorway. In addition, access to the new active travel connections east and west along the A48 will greatly increase opportunities for active travel journeys to and from Tircoed.

- 5.26 *Fabian Way Innovation Corridor (Development Only)* - A range of sustainable transport improvements are proposed to enable significant developments in the Fabian Way area to take place without increasing congestion or decreasing air quality along this busy corridor. This scheme aims to ensure active travel infrastructure is embedded throughout this area to support future developments and to provide improved links between the city centre and Swansea University Bay Campus.
- 5.27 *Tawe Riverside Corridor (Development Only)* – This proposal aims to complete active travel provision along the west bank of the Tawe River, connecting the large commercial area around the Swansea.com Stadium and Morfa retail park with the city centre. This off-road riverside provision will provide an attractive active travel option for people travelling between these two significant employment hubs and will provide quality capacity for the developing Copper Quarter and Landore sites.
- 5.28 *Penclawdd to Gowerton (Development Only)* – This scheme will seek to complete a missing link in active travel provision between the communities of Penclawdd and Gowerton along the B4295. This scheme seeks to provide a coherent and improved active travel route between these localities and link Penclawdd to the wider active travel network in Swansea via National Cycle Network Route 4. It will also complement the proposed Loughor to Gowerton active travel route.
- 5.29 *Newton to Mumbles Link (Development Only)* – This scheme aims to improve walking and cycling provision for people living in and visiting Mumbles, by delivering a route which leads from the densely populated Newton area through Mumbles to the popular foreshore shared use path. The route will provide access to leisure facilities and the retail centre of Mumbles and enable the people in this community to better access the existing active travel network.
- 5.30 *Eaton Road Improvements (Development Only)* - This scheme aims to develop proposals to replace over 0.5km of advisory cycle lanes with improved active travel infrastructure along this busy corridor. The scheme will link with existing active travel routes to the north and south of Eaton Road.
- 5.31 *Signage / Wayfinding* – The provision and replacement of signage and path markings on the existing active travel network, encouraging considerate and safe behaviour for shared use path users and providing improved wayfinding and awareness of routes at strategic locations. This package will also further existing work to introduce an interactive map of cycle parking and related facilities which will help promote the network and encourage active travel journeys.
- 5.32 *Cycle Parking Development* – This scheme aims to develop different cycle parking options around Swansea, providing secure, convenient, and reliable infrastructure for people making active travel journeys in Swansea. This scheme will investigate feasibility of residential parking, a

larger hub in the city centre, and complementary infrastructure such as cycle repair stands.

- 5.33 *Active Travel Access Improvements* - A package of works to deliver access improvements across the active travel network in Swansea, addressing a range of issues with access controls, barriers and crossing points from a list co-produced with active travel users and stakeholders.
- 5.34 *Active Travel Development, Schools, Training and Promotion* - costs associated with activities linked to the promotion of funded projects such as the development and production of promotional materials (e.g. copies of the local active travel network map), and the planning and co-ordination of events which promote recently completed routes and encourage their use, including cycle training and bicycle repair sessions for residents, community groups or large employers. Expanding upon the school engagement undertaken as part of the Active Travel Network Map (ATNM) consultation, this work will also focus on engagement with school children to broaden the opportunity to share information on active travel opportunities for schools, and to capture local knowledge and feedback on future routes and barriers to travel in proximity to schools.
- 5.35 *Cycle Hire Strategy Development* - This work will focus on establishing the business case for the implementation of a cycle hire scheme in Swansea, seeking to work with Swansea University Santander cycle hire scheme, to enable a smooth transition to a wider scheme, capturing both the current locations, whilst also expanding geographically to provide cycle hire opportunity to the wider population in and around Swansea.

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 that 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, Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund to provide 100% grant funding to secure their delivery.
- 7.2 The table below details the amounts bid for against the various schemes. It should be noted that confirmation of the grant award is yet to be received, although there is reasonable assurance that a grant would be received as this is in keeping with the annual routine and timeline. Confirmation of the grant is expected within 2023/24 financial year. In the interim the schemes will be funded by unsupported borrowing. This

enables the schemes to progress whilst waiting for the grant award confirmation.

Table Two – Financial Summary of LTF, Electric Vehicle Charging Infrastructure & ATF Bids 2023/24

Scheme	Total LTF/ Electric Vehicle Charging Infrastructure / ATF (£k)	Match Funding (£k)	Total Project Costs (£k)
LTF – 01 – Swansea Bay & West Wales Metro	£4,185,000	£0	£4,185,000
LTF – 02 – Northern City Link Sustainable Transport Corridor	£400,000	£0	£400,000
LTF – 03 – Swansea Valley Bus Pilot	£350,000	£0	£350,000
LTF – 04 – Sustainable Transport Improvements	£550,000	£0	£550,000
ULEVTF – 01 – Electric Vehicle Charging Infrastructure – Phase 2	£675,000	£0	£675,000
ATF – 01 – Swansea Northern Strategic Route	£2,579,000	£0	£2,579,000
ATF – 02 – Swansea Valley Links	£1,278,000	£0	£1,278,000
ATF – 04 – West Swansea Links	£1,285,500	£0	£1,285,500
ATF – 05 – Kingsbridge to Grovesend Improvements	£445,000	£0	£445,000
ATF – 05 – Core Allocation	£1,110,000	£0	£1,110,000
Total	£12,857,500	£0	£12,857,500

7.3 As the total budget (£12.86m) is grant funded, it is expected that the scheme budgets will be adjusted to match the final grant award amount, as there is a possibility that the final grant award amount might differ from what has been bid for. This should protect internal funding resources in the event that the final grant amount varies from the bid amount.

7.4 Any revenue costs (e.g. cost of maintaining active travel routes) arising from capital schemes, must be met by existing internal revenue budgets, with no additional funding available to meet these costs. This places additional pressures on both Highways Maintenance and Cleansing.

8.0 Legal Implications

- 8.1 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.
- 8.2 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.
- 8.3 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.
- 8.4 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.
- 8.5 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.
- 8.6 Land agreements whether by purchase or lease should be in place prior to the commencement of scheme construction and delivery.
- 8.7 Planning Consent may be required for the following schemes:
- LTF – Northern City Link Sustainable Transport Corridor: Planning permission may be required, at a later stage, for this scheme.
 - 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.

- 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 Connect: Advanced public engagement has taken place to ensure that issues of concern have been raised and considered during the detailed design stage. Planning permission has been secured for the construction of the first phase of delivery in 2023/24. Following further public engagement, planning permission is being submitted in 2023/24 to ensure delivery of Phase 2 of the scheme in 2024-25.
 - 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. Proposals would constitute permitted development under Part 13, Class A – Development by Local Highway Authorities – of the Town and Country Planning (General Permitted Development) Order 1995.
 - DVLA to Morriston Hospital: Planning permission is being submitted at the end of this financial year for Phase 1 of works being undertaken in 2023/24.
 - Loughor to Gowerton: A planning application is being prepared for the section of route that is adjacent to the caravan park.
- 8.8 Separate legal advice will need to be sought regarding any contract and procurement issues relevant to the schemes.
- 8.9 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, Ultra Low Emission Vehicle Transformation Fund and Active Travel Fund Bid Documents.

Appendices:

- Appendix A - LTF Swansea Bay & West Wales Metro Financial Summary
- Appendix B - LTF Northern City Link Sustainable Transport Corridor Financial Summary
- Appendix C - LTF Swansea Valley Bus Corridor Financial Summary
- Appendix D - LTF Sustainable Transport Improvements Financial Summary
- Appendix E – ULEFTV Electric Vehicle Charging Infrastructure – Phase 2 Financial Summary
- Appendix F - ATF Swansea Northern Strategic Route Financial Summary

- Appendix G - ATF Swansea Valley Links Financial Summary
- Appendix H - ATF West Swansea Links Financial Summary
- Appendix I - ATF Kingsbridge to Grovesend Improvements Financial Summary
- Appendix J - ATF Core Allocation Financial Summary
- Appendix K – Ultra Low Emission Vehicle Transformation Fund Summary Map
- Appendix L – Active Travel Fund Main Bid Summary Map
- Appendix M – Active Travel Core Fund Summary Map
- Appendix N – IIA Screening Form

APPENDIX A – SWANSEA BAY & WEST WALES METRO FINANCIAL SUMMARY

Portfolio: PLACE
Service: HIGHWAYS
Scheme: LTF – SWANSEA BAY & WEST WALES METRO

<u>1. CAPITAL COSTS</u>	2023/24 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys	100				
Design	665				
Construction	3,250				4,185
Project Management	120				
Support	50				
EXPENDITURE	4,185				
<u>Financing</u>					
LTF grant	4,185				4,185
FINANCING	4,185				4,185

<u>2. REVENUE COSTS</u>	2023/24 £'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 B – NORTHERN CITY LINK SUSTAINABLE TRANSPORT CORRIDOR SUMMARY

Portfolio: PLACE
 Service: HIGHWAYS
 LTF - NORTHERN CITY LINK SUSTAINABLE
 Scheme: TRANSPORT CORRIDOR

<u>1. CAPITAL COSTS</u>	2023/24				TOTAL
	£'000				£'000
<u>Expenditure</u>					
Surveys	35				
Design	280				
Project Management	65				
Support	20				
	400				400
EXPENDITURE					
<u>Financing</u>					
LTF grant	400				400
FINANCING	400				400

<u>2. REVENUE COSTS</u>	2023/24				FULL YEAR
	£'000				£'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
	To be met from existing budgets				
NET EXPENDITURE	0	0	0	0	0

APPENDIX C – SWANSEA VALLEY BUS PILOT FINANCIAL SUMMARY

Portfolio: PLACE
 Service: HIGHWAYS
 Scheme: LTF - SWANSEA VALLEY BUS CORRIDOR

<u>1. CAPITAL COSTS</u>	2023/24 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys	35				
Design	75				
Construction	150				
Project Management	55				
Monitoring and Evaluation	25				
Support	10				
EXPENDITURE	350				350
<u>Financing</u>					
LTF grant	350				350
FINANCING	350				350

<u>2. REVENUE COSTS</u>	2023/24 £'000				FULL YEAR £'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
NET EXPENDITURE	0	0	0	0	0

APPENDIX D – SUSTAINABLE TRANSPORT IMPROVEMENTS FINANCIAL SUMMARY

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

<u>1. CAPITAL COSTS</u>	2023/24				TOTAL
	£'000				£'000
<u>Expenditure</u>					
Surveys	20				
Design	155				
Accommodation Works	15				
Construction	250				550
Project Management	80				
Monitoring and Evaluation	15				
Support	15				
EXPENDITURE	550				
<u>Financing</u>					
LTF grant	550				550
FINANCING	550				550

<u>2. REVENUE COSTS</u>	2023/24				FULL
	£'000				YEAR
					£'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
NET EXPENDITURE	0	0	0	0	0

**APPENDIX E – ULTRA LOW EMISSION VEHICLE TRANSFORMATION FUND
– ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

Portfolio: PLACE
Service: HIGHWAYS
ULEFTV – ELECTRIC VEHICLE CHARGING
Scheme: INFRASTRUCTURE – PHASE 2

<u>1. CAPITAL COSTS</u>	2023/24				TOTAL
	£'000				£'000
<u>Expenditure</u>					
Surveys	15				
Design	35				
Construction	550				623
Monitoring and Evaluation	8				
Support	15				
EXPENDITURE	623				
<u>Financing</u>					
ULEFTV grant	623				623
FINANCING	623				623

<u>2. REVENUE COSTS</u>	2023/24				FULL
	£'000				YEAR
					£'000
<u>Service Controlled -</u>					
<u>Expenditure</u>					
Employees	52				52
Maintenance					
Equipment					
NET EXPENDITURE	52	0	0	0	52
<u>Financing</u>					
ULEVTF grant	52				52
FINANCING	52				52

APPENDIX F – SWANSEA NORTHERN STRATEGIC ROUTE FINANCIAL SUMMARY

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

<u>1. CAPITAL COSTS</u>	2023/24				TOTAL
	£'000				£'000
<u>Expenditure</u>					
Surveys	11				
Design	28				
Land Purchase	55				
Accommodation Works	24				
Construction	2,314				2,579
Project Management	135				
Monitoring and Evaluation	5				
Support	7				
EXPENDITURE	2,579				
<u>Financing</u>					
ATF grant	2,579				2,579
FINANCING	2,579				2,579

<u>2. REVENUE COSTS</u>	2023/24				FULL YEAR
	£'000				£'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
NET EXPENDITURE	0	0	0	0	0

APPENDIX G – SWANSEA VALLEY LINKS FINANCIAL SUMMARY

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

<u>1. CAPITAL COSTS</u>	2023/24 £'000				TOTAL £'000
<u>Expenditure</u>					
Design	14				
Accommodation Work	25				
Construction	1,160				
Project Management	72				
Monitoring and Evaluation	3				
Support	4				
EXPENDITURE	1,278				1,278
<u>Financing</u>					
ATF grant	1,278				1,278
FINANCING	1,278				1,278

<u>2. REVENUE COSTS</u>	2023/24 £'000				FULL YEAR £'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
NET EXPENDITURE	0	0	0	0	0

APPENDIX H – WEST SWANSEA LINKS FINANCIAL SUMMARY

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

<u>1. CAPITAL COSTS</u>	2023/24 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys	2				
Design	5				
Accommodation Works	10				
Construction	1,207				1,285
Project Management	50				
Monitoring and Evaluation	4				
Support	7				
EXPENDITURE	1,285				
<u>Financing</u>					
ATF grant	1,285				1,285
FINANCING	1,285				1,285

<u>2. REVENUE COSTS</u>	2023/24 £'000				FULL YEAR £'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment Administration					0
NET EXPENDITURE	0	0	0	0	0

**APPENDIX I – KINGSBRIDGE TO GROVESEND IMPROVEMENTS
FINANCIAL SUMMARY**

Portfolio: PLACE
Service: HIGHWAYS
ATF – KINGSBRIDGE TO GROVESEND
Scheme: IMPROVEMENTS

<u>1. CAPITAL COSTS</u>	2023/24				TOTAL
	£'000				£'000
<u>Expenditure</u>					
Design	7				
Accommodation Works	2				
Construction	412				445
Project Management	20				
Monitoring and Evaluation	2				
Support	2				
EXPENDITURE	445				
<u>Financing</u>					
ATF grant	445				445
FINANCING	445				455

<u>2. REVENUE COSTS</u>	2023/24				FULL
	£'000				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 – CORE ALLOCATION FINANCIAL SUMMARY

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

<u>1. CAPITAL COSTS</u>	2023/24 £'000				TOTAL £'000
<u>Expenditure</u>					
Surveys, Design, Development Works	985 125				1,110
EXPENDITURE	1,110				
<u>Financing</u>					
ATF grant	1,110				1,110
FINANCING	1,110				1,110

<u>2. REVENUE COSTS</u>	2023/24 £'000				FULL YEAR £'000
<u>Service Controlled - Expenditure</u>					
Employees					0
Maintenance					0
Equipment					0
Administration					0
NET EXPENDITURE	0	0	0	0	0

