



Dinas a Sir Abertawe

Cofnodion Cyfarfod y Panel Perfformiad Craffu – Datblygu ac Adfywio

O bell drwy Microsoft Teams

Dydd Mawrth, 2 Tachwedd 2021 am 10.00 am

Yn Bresennol: Y Cyngorydd J W Jones (Cadeirydd) oedd yn llywyddu

Y Cyngorydd(wyr)

P M Black
S J Gallagher
C A Holley
M H Jones
T M White

Y Cyngorydd(wyr)

P Downing
D W Helliwell
P R Hood-Williams
P K Jones

Y Cyngorydd(wyr)

E W Fitzgerald
T J Hennegan
L James
M Thomas

Mynychwyr eraill

Mark Thomas

Aelod y Cabinet dros Wella'r Amgylchedd a Rheoli
Isadeiledd

Huw Mowbray

Rheolwr Strategol Datblygu ac Adfywio Ffisegol

Phil Holmes

Pennaeth Cynllunio ac Adfywio'r Ddinas

Emily Davies

Swyddog Craffu

Gavin Newman

Rheolwr Gwasanaethau Parcio

Matthew Bowyer

Prif Beiriannydd Telemateg

Stuart Davies

Pennaeth Priffyrdd a Chludiant

Mark Thomas

Arweinydd Grŵp Rheoli'r Rhwydwaith Traffig a Phrifyrdd

Ymddiheuriadau am absenoldeb

Y Cyngorydd(wy): R Francis-Davies, S M Jones a/ac W G Thomas

25 Datgeliadau o fuddiannau personol a rhagfarnol

Ni ddatganwyd unrhyw fuddiannau

26 Gwahardd pleidleisiau Chwip a Datgan Chwipiau'r Pleidiau

Ni wnaethpwyd unrhyw ddatganiadau

27 Cofnodion y Cyfarfod(ydd) Blaenorol

Ystyriodd y Panel gofnodion o gyfarfodydd blaenorol a chytunwyd bod cofnodion y cyfarfod a gynhaliwyd ar 7 Medi 2021 yn gofnod cywir o'r cyfarfod.

28 Cwestiynau gan y Cyhoedd

Ni ofynnwyd unrhyw gwestiynau gan aelodau'r cyhoedd

29 Y diweddaraf ar Gynllun Teithio Canol y Ddinas

Derbyniodd y Panel adroddiad diweddarau, a oedd yn darparu gwybodaeth am statws yr astudiaeth, y gwaith a wnaed hyd yma a chynlluniau i ddatblygu'r astudiaeth wrth symud ymlaen. Roedd y trafodaethau'n canolbwyntio ar y pwyntiau canlynol:

- Tynnodd swyddogion sylw at yr adroddiad blaengar hwn, a gynhyrchwyd ar y cyd ag Atkins, ar ôl ystyried isadeiledd priffyrdd, cerddwyr, beicwyr, a lefelau traffig cyfredol/rhagamcanol.
- Mae lefelau cyn COVID yng nghanol y ddinas yn dychwelyd, ond mae patrymau wedi newid yn ddramatig. Clywodd y Panel y bu newidiadau cyffredinol yn y patrymau traffig a'r defnydd o ganol y ddinas.
- Esboniodd swyddogion fod sefyllfa bellach o geisio rhagweld lefelau traffig ar ôl y pandemig, gan ystyried datblygiadau prosiectau mawr.
- Dylid rhoi ystyriaeth i fannau isadeiledd gwefru, yn ogystal ag ystyriaethau amgylcheddol fel ansawdd aer.
- Mae'r astudiaeth yn canolbwyntio'n bennaf ar ganol y ddinas, er ei bod yn edrych ar syniadau ar y cyrion, megis hybiau traffig, parcio a theithio a chludiant cyhoeddus.
- Bwriedir darparu ar gyfer holl anghenion defnyddwyr canol y ddinas yn y dyfodol.
- Gwnaeth yr Aelodau sylwadau ar lawer o gynlluniau teithio blaenorol – gan holi am nifer o faterion sydd wedi dod i'r amlwg o'r blaen er ei bod yn ymddangos na fu unrhyw newid.
- Mae swyddogion yn honni y bu gwelliant a buddsoddiad sylweddol mewn rhwydweithiau, gwelliannau i'r cyffyrdd a llwybrau dosbarthu; sydd wedi cael effaith fawr mewn rhai ardaloedd.
- Holodd yr Aelodau am fwriad y cyngor i greu rhagor o lwybrau beicio ar draws Canol y Ddinas. Esboniodd y Cynghorydd Thomas fod y man storio beiciau diogel wedi'i adeiladu ar safle parcio a theithio Fabian Way, sy'n rhoi ystyriaeth i bobl sy'n beicio i mewn i'r ddinas. Mae nifer o lochesi beiciau wedi'u gosod yng Nghanol y Ddinas ei hun, fel y gall beiciau gael eu storio dan do, a dylai datblygiadau newydd yng nghanol y ddinas ystyried darpariaethau storio beiciau i annog gweithwyr ac ymwelwyr.
- Tynnodd swyddogion sylw at y ffaith bod anghenion canol y ddinas yn newid, ac mae technoleg newydd yn newid ffyrdd o deithio, felly bydd newidiadau cyson i'r cynllun teithio hwn.
- Esboniodd swyddogion y bu newid cryf o ran ffocws, er bod nifer o fersiynau blaenorol, ond mae'r astudiaeth hon yn edrych ar y cyfleoedd datblygu sylweddol, sy'n creu galw am fynediad at y prosiectau hynny.
- Hierarchaeth wahanol, bellach wedi'i llywio gan y dulliau teithio llesol fel beicio, cludiant cyhoeddus, car preifat. Ffocws cryf ar y gwahanol ddulliau o gael mynediad i ganol y ddinas.

- Mae Cyngor Abertawe wedi ceisio lleihau'r ddibyniaeth ar geir preifat, gan ganolbwyntio ar wella cysylltedd yng nghanol y ddinas a'r cyffiniau.
- Mae themâu Creu Lleuedd cryf yn rhedeg drwy gydol y cynllunio hwn, gyda'r bwriad o wneud ardaloedd yn well a lleihau'r angen i yrru os dymunir, gan wneud canol y ddinas yn fwy hygyrch.
- Mae gan Abertawe lif amlwg o bobl sy'n teithio o'r ardal leol i mewn i ac allan o'r dref.
- Rhwydwaith ffyrdd cyfyngedig – mae angen gwneud y defnydd gorau o hyn wrth symud ymlaen.
- Holodd yr Aelodau am y crynodeb amodau presennol, gan gyfeirio at fannau poblogaidd fel Dyfaty. Cadarnhaodd swyddogion y cynnydd sy'n cael ei wneud ar hyn.
- Esboniodd swyddogion fod Dyfaty yn cael ei gydnabod fel amgylchedd sy'n elyniaethus i gerddwyr/beicwyr, a bod angen ceisio gwella llif cludiant cyhoeddus drwy'r gyffordd honno, gan roi sylw i ateb cyfannol/cysylltiadau ag ansawdd aer.
- Holodd yr Aelodau hefyd a fydd y ffordd newydd yn SA1 yn cael ei rheoli i ddiogelu preswylwyr sy'n byw yn yr ardal honno.
- Esboniodd swyddogion y gwnaed cais am gyllid allanol, ond hyd yma roedd wedi bod yn aflwyddiannus. Mae'r cyngor bellach yn paratoi ac yn diwygio ceisiadau i sicrhau cyllid. Esboniwyd bod y camau cychwynnol i gaffael cyllid ar gyfer prynu tir wedi bod yn llwyddiannus; roedd angen cyllid pellach gan Lywodraeth Cymru i adeiladu'r ffordd.
- Holodd yr Aelodau a fydd dyluniadau'n atal defnyddwyr rhag defnyddio'r ffordd honno fel 'llwybr llygod'.
- Ffordd gyswilt SA1 – Mae Cyngor Abertawe'n gweld budd yma rhwng cysylltu SA1 a gwella dulliau teithio llesol sy'n cysylltu o'r Brifysgol. Bydd yn tynnu pwysau oddi ar gyffyrdd ar hyd coridor Fabian Way.
- Safleoedd Parcio a Theithio – Gofynnodd yr Aelodau a yw'r cyngor wedi nodi safleoedd posib, yn enwedig o'r Gorllewin, e.e. y Mwmbwls? Esboniodd swyddogion nad oes safle penodol wedi'i nodi yn y Mwmbwls
- Cododd yr Aelodau yr angen am ddarpariaeth Parcio a Theithio yng ngorllewin Abertawe i ddarparu ar gyfer llif traffig gwledig. Dyfynnodd yr Aelodau Kittle fel enghraifft; mae arolygon traffig yn dangos bod dros bum mil o symudiadau traffig drwy'r pentref bob dydd.
- Mae'r disgrifiad 'Metro' yn cyfleu gwahanol ddisgrifiadau a dulliau trafndiaeth. Tynnodd swyddogion sylw at y ffaith bod y term metro yn cynnwys ystod o drafndiaeth, gan integreiddio bysiau niferus a chyfnwidfeydd da rhwng pob dull.
- Mae'r cyngor yn ystyried nifer o wahanol opsiynau, gan edrych ar brif linell Abertawe/Gorllewin Cymru, sut i wella amserau teithio, adolygiadau bws, a choridor bysus posib sy'n defnyddio hydrogen.
- Holodd y Panel am natur heriol y dopograffeg a'r ddaearyddiaeth ar draws Abertawe fel sail i rwydwaith beicio.
- Dywedodd yr Aelodau nad yw beicwyr bob amser yn aros ar y llwybrau beicio.
- Parcio a Theithio – mae angen gwneud y gwasanaeth yn fwy deniadol.
- Dywedodd yr Aelodau y dylid trosglwyddo gwasanaethau bysus i reolaeth awdurdodau lleol.

- Holodd yr Aelodau am yr amserlenni ar gyfer parcio ceir ger yr Arena ac o'i chwmpas, ac a fydd prisiau parcio yn yr Arena'n afresymol.
- Ymweliadau ysbyty – Soniodd y Panel am yr angen i gysylltu'r ddau ysbyty (Treforys/Singleton) â'r cynllun teithio.
- Nodwyd nad yw llawer o agweddau ar faterion trafndiaeth o fewn rheolaeth y cyngor, megis bysiau, isadeiledd ffyrdd, tanwydd hydrogen, trenau a cheir. Tynnodd swyddogion sylw at y newid sylweddol a fu yn dilyn Trafnidiaeth Cymru yn cymryd rheolaeth eu hunain.
- Mae angen systemau tocynnau integredig. Mae Trafnidiaeth Cymru yn gwneud cynnydd ar hyn.
- Mae heriau gyda theithiau hirach i ardaloedd gwledig pan nad oes llawer o deithwyr. Rhwydwaith o fysis bwydo'n bosib.
- Mae cludiant cyhoeddus bellach o fewn cylch gwaith Llywodraeth Cymru, wedi'i sbarduno gan angen ac ystyriaethau amgylcheddol.

30 **Adroddiad Diweddaraf am y Prosiect**

Rhoddodd Huw Mowbray, Rheolwr Strategol Datblygu ac Adfywio Ffisegol, yr wybodaeth ddiweddaraf i'r Panel am y prosiectau adfywio yn Abertawe. Roedd Phil Holmes, Pennaeth Cynllunio ac Adfywio'r Ddinas, hefyd yn bresennol ar gyfer yr eitem hon. Nododd y Panel y newid mewn fformat adrodd, gan gynnwys crynodeb cryno o rai prosiectau.

Canolbwyntiodd y prif drafodaethau ar y canlynol:

Bae Copr – Cam 1

- Materion sylweddol yn ymwneud â diffyg llabrwyr a deunyddiau, gan effeithio ar gamau olaf y prosiect.
- Cadarnhaodd swyddogion fod achos o COVID wedi bod ar y safle'r wythnos diwethaf.
- Gwesty – yn profi anawsterau ariannu ar hyn o bryd. Disgwylir i'r datblygwr penodedig gyflwyno cynnig diwygiedig yn fuan.
- Mae trwydded Ambassador Theatre Group (ATG) bellach wedi'i chymeradwyo gan Bwyllgor Trwyddedu'r cyngor.
- Rhaglennu ATG i ddechrau ym mis Mawrth, mae'r rhan fwyaf o'r tocynnau sydd ar werth bellach wedi'u gwerthu.
- Cadarnhaodd swyddogion fod ATG yn dangos bod y dwysedd gwerthu yn Arena Abertawe ar y blaen i leoliadau tebyg eraill, gan ailadrodd eu rhagolygon cadarnhaol.
- Holodd y Panel am faes parcio'r Arena – esboniodd swyddogion fod ochr y gogledd wedi'i chynllunio i godi traffig o'r gorllewin, a'r ochr arall i godi traffig sy'n dod o'r dwyrain.
- Mynegodd yr Aelodau bryderon ynghylch y goleuadau LED a'u heffaith ar breswylwyr y Marina.
- Cadarnhaodd swyddogion fod goleuadau LED wedi'u cynnwys yn y caniatâd cynllunio cychwynnol, a'u bod yn pylu'n sylweddol yng nghefn yr adeilad. Tynnodd swyddogion sylw hefyd at y system reoli sy'n caniatáu i oleuadau gael eu diffodd os oes angen.

- Dyluniwyd y sgriniau gan artist ar y cyd â phreswylwyr.

71-71 Ffordd y Brenin

- Mae'r ddwy ochr wedi cytuno ar ddogfennau contract Maent yn cael eu hanfon at y contractwr penodedig, Bouygues.
- Cynllunio – mae amodau cyn cychwyn wedi'u cyflawni.
- Rhaglen adeiladu i ddechrau ar ddiwedd mis Tachwedd.
- Holodd yr Aelodau am newid manyleb y tendr gwreiddiol - cadarnhaodd swyddogion fod nifer o dendrau gwreiddiol yn gwneud awgrymiadau. Cafodd awgrymiadau synhwyrol newydd eu cynnwys yn y broses dendro newydd, sydd bellach yn cael eu datblygu gan y contractwr o fewn y gyllideb.

Wind Street

- Esboniodd swyddogion fod problemau wedi bod o ran gosod bolardiau ar ben uchaf Wind Street; nodwyd rhai gwasanaethau yn ystod y gwaith cloddio nad oeddent ar y cynlluniau gwreiddiol.
- Mae gosodiadau'r croesfannau enfys yn datblygu.

Adfywio Abertawe

- Rhoddwyd contract i Urban Splash.
- Diddordeb cadarnhaol mewn safleoedd Dinesig gan weithredwyr hamdden, sy'n ymwneud â safleoedd cyfagos, sy'n cwmpasu 17 erw, gan gynnwys ardaloedd gwyrdd a meysydd parcio.
- Cyfarfod wedi'i drefnu gyda'r tîm cynllunio/Urban Splash i drafod statws rhestredig posib CADW.

Mariner Street

- Mae'r holl loriau preswyl bellach wedi'u cwblhau a'u trosglwyddo i'w hanheddu.
- Mae gwaith sy'n weddill, gan gynnwys lloriau siopau llawr gwaelod, triniaeth ffenestri finyl, gwaith A278 a chwblhau cladid tŵr yn parhau.
- Trefnwyd y bydd wedi'i gwblhau fwy neu lai erbyn 9 Tachwedd.
- Mae gwaith gosod unedau manwerthu wedi'i drefnu ar gyfer mis Rhagfyr.

Sgwâr y Castell

- Adroddiad Cabinet FPR7 yn cael ei ddrafftio i geisio cyllid i gyflawni'r prosiect.
- Cynhelir cyfarfodydd pellach gyda Phrifyrdd, Goleuo, Parciau a Glanhau, rheolwr canol y ddinas a digwyddiadau.
- Gofynnir am wybodaeth gychwynol am gostau ar sail y fanyleb ddylunio gyfredol.
- Gofynnodd yr Aelodau am eglurhad ar swydd rheolwr y prosiect a'r cyllid grant posib, ar ôl deall bod hyn eisoes wedi'i sicrhau. Esboniodd swyddogion mai Cyngor Abertawe yw'r datblygwr, ar ôl iddynt benodi tîm proffesiynol.
- Esboniodd swyddogion hefyd fod arian wedi'i glustnodi ar gyfer costau gwaith; nid yw'r costau cyfalaf wedi'u cymeradwyo hyd yma (bydd FPR7 yn ceisio cyllid cyfalaf i gyflawni'r cynllun).

- Holodd yr Aelodau am y cyllid – gan egluro na fyddai'r sector preifat yn gwneud unrhyw gyfraniadau.

Hwb Cymunedol

- Materion yn ymwneud â lleoliad yr archifau i'w trafod â thimau'r archifau.
- Holodd yr Aelodau am ddarpariaethau amgen ar gyfer yr archifau – eglurodd swyddogion eu bod yn islawr y ganolfan ddinesig ar hyn o bryd, ac mae cynigion i'w symud i adeilad hwb cymunedol newydd.
- Cododd y Panel rai pryderon ynghylch addasrwydd y lleoliad arfaethedig hwn, ac maent yn ymwybodol y bydd Pwyllgor y Rhaglen Graffu yn mynd i'r afael â'r mater hwn yn fanylach.
- Gwnaed peth gwaith galluogi ar y safle, fel cael gwared ar asbestos, i baratoi'r safle ar gyfer contractwyr.

Pontynau

- Mae'r dogfennau cyfreithiol yn cael eu drafftio a'u hadolygu ar hyn o bryd.
- Awgrymwyd telerau ynghylch hawliau a mynediad ar gyfer y Copper Jack a'r clwb rhwyfo fel prif ddefnyddwyr arfaethedig y cyfleuster.
- Ynghyd â hawliau mynediad, mae angen cytundeb mewn egwyddor i ganiatáu mynediad i gerbydau a pharcio ar delerau cymeradwyo tymor byr.

Gofynnodd yr Aelodau am y prosiect *Skyline* – Esboniodd swyddogion fod achos busnes diwygiedig wedi'i gyflwyno i Lywodraeth Cymru ar gyfer trafodaethau ariannu. Mae *Skyline* wedi ymgysylltu â phenseiri ar y dyluniad, ar ôl newid dyluniad y bwyty i gael ardal ar gyfer hybiau bwyd lleol yn ei le. Eglurodd swyddogion mai Abertawe yw'r unig brosiect *Skyline* sy'n mynd rhagddo yn Ewrop ar hyn o bryd.

Holodd yr Aelodau am y sefyllfa ariannu ynglŷn â Distyllfa Penderyn. Esboniodd swyddogion fod y prosiect hwn yn datblygu ac mae trafodaethau â chronfa Dreftadaeth y Loteri'n parhau.

31 **Cynllun Gwaith 2021-22**

Nododd y panel y cynllun gwaith.

32 **Lithyrau**

Daeth y cyfarfod i ben am 11.50



To:
Cllr Mark Thomas
Cabinet Member for Environment
Enhancement & Infrastructure
Management

Please ask for:
Gofynnwch am:

Direct Line:
Llinell Uniongyrochol:

e-Mail
e-Bost:

Date
Dyddiad:

Overview & Scrutiny

01792 637314

scrutiny@swansea.gov.uk

1st December 2021

BY EMAIL

Summary: This is a letter from the Development and Regeneration Scrutiny Performance Panel to the Cabinet Member for Environment Enhancement and Infrastructure Management following the meeting of the Panel on 2nd November 2021. It covers the City Centre Travel Plan Update Report.

Dear Councillor Thomas,

On the 2nd November, the Panel met to discuss the City Centre Travel Plan Update Report. The Panel were grateful to all who attended to provide information and answer questions. We are writing to you to reflect on what we learnt from the discussion and to share the observations of the Panel.

Discussions focused on the following:

The Panel heard that this report was produced in conjunction with Atkins, having considered highway infrastructure and various modes of transport. It was explained to us that the study has focused predominantly on the City Centre, although taking account of some aspects of more sub-urban and rural outskirts, such as traffic hubs, park & ride sites and public transport amenities.

Members raised concerns over similarities with previous travel plans, querying a number of issues as having been present previously or displaying minimal changes. Officers explained that there has been a strong change in focus, concentrating on the different modes of accessing the City Centre. Officers assured us that there have been

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significant improvements and investments in networks, junctions and distributor routes; having made a big impact in some areas across Swansea.

We understood that there is now a strong Placemaking theme running throughout the planning, making the City Centre more accessible and minimising reliance on private cars, intending to improve connectivity in and around the City Centre.

It was explained to us that, since the Pandemic, traffic and footfall levels within the City Centre are returning, although traffic patterns have changed dramatically as has the use of the City Centre.

Officers explained to us that that Swansea Council is now trying to understand and anticipate post-pandemic traffic patterns, taking account of major project developments, such as the Arena. It was highlighted to us that considerations will be had to electric charging infrastructure points, as well as environmental considerations such as air quality.

You explained to us that secure bike storage has been constructed at Fabian Way Park & Ride, taking account of people cycling into the city. We also heard that numerous bike shelters have been installed in the City Centre itself, and new developments in the City Centre will consider bike storage provisions to encourage cycling amongst employees and visitors. Officers highlighted that the needs of the City Centre are changing, and new technology is changing ways of travel.

The Panel queried the sometimes-challenging nature of the topography and geography across Swansea as a basis for a cycle network. Members commented that cyclists do not always stay on the cycle paths.

We queried the existing conditions summary, referring to hotspots such as Dyfatty. Officers explained that the Dyfatty junction is recognised as a problem for cyclists/pedestrians. It was highlighted that plans aspire to enhance public transport flows through that junction, having regard to a holistic solution / links with air quality.

Members questioned the development of a new Road in SA1, and how this will be managed to protect residents living in that area. Officers explained that external funding has been applied for, although to date these applications have been unsuccessful. Swansea Council is now preparing and revising applications to secure funding. It was explained that the initial stages of funding for land purchase have been successful and that further funding from Welsh Government is now required for the construction phase.

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Members raised their concerns over possible rat-running along this new road. Officers explained that Swansea Council sees a benefit between connecting SA1 and enhancing active travel modes linking from the Swansea University Bay Campus.

It was explained to us that Swansea Council is considering a number of different 'metro' travel schemes, aimed at improving journey times, bus reviews, and a possible hydrogen-fuelled bus corridor. Officers highlighted that the term 'metro' included a range of transport, integrating high frequency buses and good interchanges between all modes.

The Panel discussed previous Park & Ride schemes, highlighting that sites need to be made more attractive to users, as well as more accessible.

The Panel commented on the need for public transport provisions connecting both hospitals (Morrison and Singleton), noting this was not currently addressed.

It was explained to us that many aspects of transport issues are not always within Swansea Council's control. Officers explained that significant change will likely be visible through Transport For Wales taking on control themselves, such as initiatives to implement integrated ticket systems.

We discussed the challenges faced by bus routes with longer journeys out to rural areas and the possibility of a network of feeder buses through main arterial routes, such as Gower Road, which experience daily traffic congestion. Members raised the need for Park & Ride provision in Swansea West to accommodate rural traffic flows.

Your Response

We are interested in any thoughts you may have on the contents of this letter. We would be grateful if you could please provide a written response to the following points by 22nd December 2021:

- 1) We note the increase in the number of cyclists across Swansea – please would you clarify the quantitative data behind these statistics, particularly relating to the number of people cycling for leisure and/or work.
- 2) Please provide any relevant information or travel plans in relation to rural areas beyond the City Centre.
- 3) In relation to the Dyfatty and Fforestfach junctions, we would like to know if there has been an appraisal of traffic flow.

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- 4) We would like to know if any proposals are to be expected for a congestion charge scheme in Swansea City Centre.
- 5) In relation to Singleton Hospital and Morriston Hospital, what are the plans for car parking provision and transport links between the two sites?

Yours sincerely,

A handwritten signature in black ink, appearing to be "Jeff Jones", written in a cursive style.

Councillor Jeff Jones
Convener, Development and Regeneration Performance Panel
✉ cllr.jeff.jones@swansea.gov.uk

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To:
Councillor Robert Francis-Davies
Cabinet Member for Investment,
Regeneration and Tourism

Please ask for:
Gofynnwch am:

Direct Line:
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e-Mail
e-Bost:

Date
Dyddiad:

Overview & Scrutiny

01792 637314

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1st December 2021

BY EMAIL

Summary: This is a letter from the Development and Regeneration Scrutiny Performance Panel to the Cabinet Member for Investment, Regeneration & Tourism following the meeting of the Panel on 2nd November 2021. It covers the Project Update Report.

Dear Councillor Francis-Davies,

On the 2nd November, the Panel met to discuss the Project Update Report. The Panel thanked Huw Mowbray, Development and Physical Regeneration Strategic Manager, and Phil Holmes, Head of Planning & City Regeneration, for their attendance and contributions. Discussions focused on the following:

Copr Bay – Phase 1

Officers explained to us that there are currently considerable issues surrounding lack of labour and materials, having significant impact upon the final stages of the project. We also understand that there has been a Covid-19 outbreak on site recently, further affecting project completion.

We heard that funding difficulties are currently being experienced in relation to the Hotel development, and that revised submissions are due to be completed soon.

It was explained to us that Swansea Council's Licensing Committee have now approved the licence for the Ambassador Theatre Group (ATG). It was pleasing to hear that ATG programming is to commence in March, and that the majority of tickets

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on sale have now sold out. Officers explained that early indications show the sales density in Swansea Arena is ahead of other comparable ATG venues across the UK.

We raised concerns over the Arena car park and accessibility off the main road. Officers explained that the two main car parks are designed to pick up traffic flows coming from both directions, minimising the need to cross the road.

Members raised concerns over LED lighting and any impact on Marina residents. Officers confirmed to us that the LED fascia was included in the initial planning consent, and that they significantly fade to the rear of building. Officers explained about the control system allowing lights to be turned off if necessary. We also understand that a screen has been designed by an artist in conjunction with residents.

71/71 The Kingsway

It was explained to us that good progress is being made, contract documents having been agreed by both parties. We also understand that pre-commencement planning conditions have been discharged and that the build programme is to commence at the end of November.

Members queried any change in the specification of the original tender. Officers confirmed that a number of original tenderers' suggestions have been built into the new tender process, now being progressed within budget by the contractor.

Wind Street

We heard that there have been issues with installations of traffic bollards at the top of Wind Street; some services having been identified during excavations, which officers explained were not on original plans.

Shaping Swansea

The Panel were told that this contract has been issued to Urban Splash and that there is already positive interest from leisure operators regarding the Civic sites, encompassing 17 acres of green areas and car parks. Officers highlighted to us that a meeting is scheduled with the Council's planning team and Urban Splash to discuss potential CADW listed status of the Civic Centre.

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Mariner Street

We heard that all residential floors are now complete and handed over for occupation, although outstanding works including ground floor shopfronts, vinyl window treatment, and completion of tower cladding remains ongoing. Officers explained that the practical completion is scheduled for November and that fit-out of retail units is scheduled for December.

Castle Square

We heard that the FPR7 Cabinet Report is being drafted to seek funding to deliver the project and that further meetings are to be held with Highways, Lighting, Parks and Cleansing, City Centre Manager and Events teams.

We sought clarification on the project manager post and potential grant funding, having understood this to have been secured. Officers explained that Swansea Council is the developer, having appointed a professional team. Officers also explained to us that funds have been allocated for work-up costs, although capital costs have not yet been approved.

Community Hub

We understand that there are ongoing issues surrounding the re-location of archives, which are to be addressed with the archive department. Members queried alternative provisions for the archives, and officers explained they currently sit within the basement of the Civic Centre.

We understand current proposals are to move the archives into a new community hub building within the City Centre. The Panel raised some concerns over the suitability of this proposed location, and are aware that the Scrutiny Programme Committee will address this issue in further detail.

Officers explained to us that some enabling works have commenced on site, such as asbestos stripping, to prepare the site for contractors.

Pontoons

It was explained to us that the legal documents are currently being drafted and reviewed, including suggested terms regarding rights and access for the Copper Jack and Rowing Club as prime intended users of the facility.

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Members asked about the Skyline project, which was not included on the project update report. Officers explained that a revised business case has been submitted to Welsh Government for funding discussions. We understand that Skyline have engaged architects on the design, having now changed the restaurant design to be replaced with an area for local food hubs. Officers clarified that Swansea is the only Skyline project currently progressing in Europe.

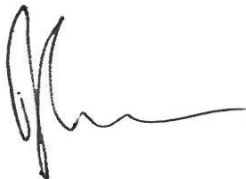
Members also queried the funding position regarding Penderyn Distillery. Officers explained that this project is moving forward and discussions with the Heritage Lottery fund are ongoing.

Your Response

We are interested in any thoughts you may have on the contents of this letter. We would be grateful if you would please provide a written response to the following points by 22nd December 2021:

- 1) In relation to Castle Square, please clarify whether any private funding source will be allocated to this project.
- 2) Please confirm whether the Arena will host an opening event prior to the first ticketed events in March.
- 3) Please outline car-parking provision at the Arena site, including access points off Oystermouth Road.
- 4) Please confirm if potential parking problems at Swansea Marina have been considered and what plans are in place to mitigate such potential problems.
- 5) We would like to formally note our long-standing concerns regarding the affordability and long-term financial viability of the Arena development as a whole.

Yours sincerely,



Councillor Jeff Jones
Convener, Development and Regeneration Performance Panel
✉ cllr.jeff.jones@swansea.gov.uk

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Councillor Jeff Jones
Convener
Development and Regeneration
Performance Panel

(By email)

Please ask for: Cllr Robert Francis-Davies
Direct Line: 01792 63 7440
E-Mail: cllr.robert.davies@swansea.gov.uk
Our Ref: RFD/WLN
Your Ref:
Date: 6 December 2021

Dear Councillor Jones

Thank you for your letter of 1st December 2021. Further to the five points raised in your letter, I respond as follows:

1. In relation to Castle Square, please clarify whether any private funding source will be allocated to this project.

It is anticipated that the only private sector funding will be a contribution towards occupier fit costs of the units.

2. Please confirm whether the Arena will host an opening event prior to the first ticketed events in March.

The Council are currently working with the Ambassador Theatre Group ATG and the Safety Advisory Group on a commissioning event for the arena prior to opening. Details are currently being discussed but it is hoped that this event in late February can accommodate a formal opening of the Copr Bay phase 1 development. Further information will be shared in the new year.

3. Please outline car-parking provision at the Arena site, including access points off Oystermouth Road.

Car parking provision for the arena includes approximated 984 space at the new North and South car parks. In additional parking is available at Paxton Street, and the Quadrant car park together with the NCP at Wind Street. Additional car Parking is provided at East Burrows Car Park. In total there are in the order of 2500 spaces available within close proximity to the arena. In addition to car parking six double bay coach drop off and pick up areas have been constructed. Two at the service area to the Arena, two at Wellington Street and two incorporated in the central island off the bus lane adjacent to Paxton street car park. These spaces will be available to all coaches entering Swansea operating a drop off and pick up service.

4. Please confirm if potential parking problems at Swansea Marina have been considered and what plans are in place to mitigate such potential problems.

The Council has met on a number of occasions with marina residents to discuss various aspects related to the scheme including the possibility of parking along Victoria Quay just behind the revetment wall. To address this concern the council has looked to introduce a TRO in this vicinity to prevent illegal car parking but taking account of local business requirements for servicing. As such the council is looking to introduce a 6m service bay at the top of Victoria Quay to accommodate business together with no loading or waiting elsewhere along Victoria Quay which residents are supportive.

5. We would like to formally note our long-standing concerns regarding the affordability and long-term financial viability of the Arena development as a whole.

The panel's ongoing and often repeated concerns are noted. I would remind however that in terms of capital affordability the S151 officer has advised Council recently that all external borrowing has been completed and advised Cabinet that the capital financing budget continues to underspend. I therefore see no affordability concerns with the financing.

As regards its ongoing use and delivery there will be revenue spend and income related to the Arena, as there is on many of our functions, which as a public body we are not always expected to necessarily make a direct commercial/financial return which is why we are funded from council tax and block grants. There are well documented spill over benefits for both the Council and the wider economy however through increased car parking income, retail, hospitality and tourism footfall etc. as well as being the catalyst for future private sector investment and regeneration.

Yours sincerely



**Y CYNGHORYDD/COUNCILLOR ROBERT FRANCIS-DAVIES
AELOD Y CABINET DROS FUDDSODDI, ADFYWIO A THWRISTIAETH
CABINET MEMBER FOR INVESTMENT, REGENERATION & TOURISM**