

Joint Report of the Cabinet Members for Enterprise, Regeneration & Development and Environment & Transportation

Cabinet - 16 March 2017

FPR7 - THE KINGSWAY INFRASTRUCTURE PROJECT

Purpose:	To seek Cabinet approval to agree a final scheme following public consultation and to add the project to the capital programme.
Policy Framework:	City Centre Strategic Framework.
Reason for Decision:	To comply with Financial Procedure Rule No.7 (Capital Programming and Appraisals) - to commit and authorise schemes as per the Capital Programme or to include new schemes in the Capital Programme.
Consultation:	Legal, Finance, Procurement, Access to Services
Recommendation(s):	It is recommended that Cabinet agree to: <ol style="list-style-type: none">1. note and consider the outcome of the public consultation;2. approve the proposed project and its Financial Implications and add the project to the capital programme;3. delegate to the Director of Place in consultation with the Cabinet Member for Enterprise, Development & Regeneration, and the Cabinet Member for Environment and Transportation authority to make minor amendments to the proposed project provided they do not lead to a material change in the scheme or the costs.
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1.0 Introduction

- 1.1 This report seeks Cabinet approval for a scheme to replace the one-way system on The Kingsway, Mansel Street, Christina Street, De-La Beche Street, Alexandra Road, Orchard Street reverting to two-way traffic on the main arterial routes. This includes a reduction in the number of traffic lanes on the majority of The Kingsway and Orchard Street following public consultation. The removal of dedicated bus lanes on these two streets, will enable these to be remodelled, giving over former carriageway areas to public realm, including landscaping and trees. This forms part of an overall regeneration plan for The Kingsway as set out below.
- 1.2 The proposals presented have been subject to a one month public consultation exercise. This report will set out the context for the proposals, the scheme presented for public consultation, a summary of the consultation outcomes, and what elements of the project

will be amended as a consequence of the consultation exercise. Approval of the scheme will enable the project to be progressed to detail design and procurement.

- 1.3 Officers will, in consultation with the Cabinet Member for Enterprise, Development and the Cabinet Members for Regeneration and Environment & Transportation proceed to detailed design prior to procurement. A further report will be presented to Cabinet to enable contract award, at which stage a full report will be presented on the final details of the scheme, together with a full detailed costs summary.

2.0 Background

- 2.1 The Swansea Local Development Plan (Deposit Draft 2016) identifies three key regeneration priorities within the City Centre: St. David's, Civic Centre and The Kingsway. The Vision for the Kingsway being to provide the Central Area with a new defined Working Living and Learning Zone with a new business district which has fit-for-purpose public realm and highway layout. The Swansea Central Area Regeneration Framework (SCARF) Supplementary Planning Guidance (SPG) policy, proposes creating this Central Business District (CBD) within The Kingsway to address the fact that compared to similar competitor town centres accommodating between 30%-40% of their workforce, Swansea City Centre has only 18% of its workforce in its centre.
- 2.2 This approach has been supported by independent advice from leading multi-disciplinary consultants including Knight Frank, who consider The Kingsway as having the greatest potential to deliver this aspiration, following the decline of the street. The Kingsway's regeneration is a key component within the City Deal. The SCARF sets out key 'enabling' works essential to create an appropriate setting for the CBD, which include: improving access; enhancing public realm; and introducing environmental improvements, including more green space. The proposals set out in this report seek to deliver the aspiration to deliver more people working and living in the City Centre to create an environment which supports living and working there.
- 2.3 Improvements to the road and environment are considered critical to attracting new occupiers, evidenced by developers who have indicated they would be interested in The Kingsway if viable and if the environment/road was improved. The proposals form a critical element of the City Deal application and the forerunner to creation of the Digital Village.

3.0 PREFERRED HIGHWAY DESIGN OPTION

- 3.1 Teams within the City Planning & Regeneration and Highways & Transportation divisions have been working with external movement and access advisors The Urbanists to deliver a scheme which offers best practice and meets the aspirations set out above. As the scheme has evolved, the capacity and flow of the network has been tested to ensure the network is not compromised and a range of options have been explored. These proposals described below reflect what has been presented during the public consultation process under the heading of The Kingsway Urban Park (TKUP).
- 3.2 The proposals offer to reduce the vehicle carriageway on The Kingsway to two general traffic lanes (one in each direction) between Christina Street and College Street with the former carriageway areas given to public realm for alternative uses as described below and illustrated in the proposals plan in the Appendices to this report. Similarly, the dedicated bus lanes will be removed on Orchard Street, and the majority of the street will contain two general traffic lanes.
- 3.3 The dedicated bus lane will be removed – consultation has taken place with First Cymru on this matter who accept the principle of placing buses in general traffic lanes, with bus layby's placed on the south-bound carriageway at strategic locations. In addition, use of smart ticketing will reduce stop times, whilst telematics technology will help travel efficiency and provide priority to late running buses. Bus layby's will be of sufficient length to accommodate expected demand. Enabling work on WestWay and Dillwyn St have already removed dedicated bus lanes north of Clarence Terrace/Wellington Street, and the new gyratory enables buses to join general traffic lanes.

3.4 To introduce these changes on The Kingsway, it will be necessary to reintroduce two-way flows on Mansel Street, Orchard Street, De La Beche Street, Alexandra Road, Belle Vue Way, with a single lane in each direction on The Kingsway and Orchard Street. The proposal provides optimum conditions for operation of the highway network in light of emerging regeneration proposals in the City, and underpin the City Deal proposals to enable development and job creation.

3.5 Highway Considerations

3.6 This scheme has received full junction testing and subjected to traffic modelling using a combination of modelling techniques/tools including the comprehensive TRANSYT model of the City Centre and LINSIG modelling of specific junctions, and assessed against a Strength, Weakness, Opportunities and Threats (SWOT's) analysis. Traffic modelling work has been undertaken on proposals with and without dedicated inbound bus lanes. This modelling proved that journey times were not adversely affected without their presence.

3.7 Reversion of other parts of the network (Mansel Street, Orchard Street, Alexandra Road, Belle Vue Way etc.) to two-way will present alternative routes to travel west which will also have the following benefits:

- removes unnecessary through-traffic from The Kingsway (approximately 400 vehicles per hour);
- reduces conflict between pedestrians and vehicles with a two lane, two-way traditional layout on both The Kingsway and Orchard Street;
- introduces greater resilience throughout the highway network;
- reduces conflict between aspirations to redevelop the City Centre and concerns over pollution/congestion;
- presents an opportunity to lay a foundation for an enhanced environment to create the CBD and meet the aspirations within the SCARF as referenced in paragraph 2.2 of this report.

3.8 The proposals will introduce a roundabout at the junction of Dillwyn Street/St Helens Road /The Kingsway to enable better access within and around the City Centre - including to The Grand Theatre and western parts of the retail core area, reducing journey times to these destinations. On- street parking will be created via echelon or diagonal parking on Craddock Street, whilst provision for taxi's will be made on adjoining streets, together with bus lay-bys on Christina St. Access and egress to The Kingsway NCP Car Park will be either via Northampton Lane or to/from The Kingsway, Loading provision will be via rear access to premises on the southern side of The Kingsway, or via side streets off The Kingsway.

3.9 Future consideration is required to the highway network to provide additional capacity at the Dyfatty interchange, New Cut Road and The Strand. The main reason is to provide additional capacity on alternative routes and to encourage non-essential traffic away from the City Centre. These projects will be subject to further investment and funding bids.

4.0 PUBLIC REALM PROPOSALS

4.1 The 'Manual for Streets' (MfS) by the Department of Transport reminds us that a street performs two functions, as a distinct place with its own characteristics, and as a conduit for movement. The approach in MfS applies a user hierarchy to the design process with pedestrians at the top. In practice this means considering the needs of pedestrians first when designing, building, retrofitting, maintaining and improving streets. The challenge in Swansea City Centre is not unique, many towns and cities are striving to achieve the correct balance of 'Place' and 'Movement'.

4.2 The removal of two lanes of traffic presents an opportunity to rebalance the hierarchy between 'place' and 'movement' in favour of 'place', with better public realm. By remodelling the street it is possible to create an attractive and legible space to encourage

investment and patronage. Increased pedestrian dwell-time, footfall and 24/7 presence will offer to attract and sustain commercial investment and creation of an attractive place. Although the highway function continues to be as important for access to the City Centre core area, there will be greater emphasis on pedestrians and cyclists.

- 4.3 The scheme has been designed as a lower-speed environment and the intended design speed for the street is 12 mph achieved through reducing the vehicle dominance of the street, with pedestrian priority crossings and lower kerbs, with a mandatory 20 mph speed limit introduced. There will be ample safe pedestrian crossing facilities, with controlled crossings at the junctions with College Street/Belle Vue Way/Orchard Street and Christina Street junctions with two zebra crossings between these points. This will assist pedestrian movements north and south of the street, enhancing movement opportunities between new and existing residential areas with the City Centre.
- 4.4 A new pedestrian street will also eventually be created linking The Kingsway to Oxford Street, to provide the spine of the Digital Village on the site of the former Oceana nightclub. The Council has acquired necessary properties at the Oxford St / Plymouth St junction and on The Kingsway to facilitate this and demolitions will be progressed as part of this infrastructure project, with development of the final linkage forming part of the development of the former Oceana nightclub site which forms part of the City Deal proposal.
- 4.5 In addition, the northern section of Union Street will be pedestrianised to provide greater linkage with the pedestrian zone on Oxford Street. Access to the blue badge parking on Park Street will be retained with access from the existing two way arrangement on Portland Street, which also serves the car park at the rear of Marks and Spencer. This route also provides rear service access to properties to the north of this area. The area in front of Mount Pleasant Church will be designed to integrate with design across the street to create an appropriate setting for one of the oldest buildings on the street..
- 4.6 Reducing the street to two lanes of general traffic approximately within the alignment of the former dedicated bus lanes on the south of The Kingsway, will enable new green public space to be created on the sunnier northern side of the street. The layout of the street is contained within a diagram in Appendix A of this report and includes for a 4 to 7 metre wide footway on the south of the street, a 6 metre carriageway (two lanes, one in each direction), a 5m non-segregated pedestrian and cycle route, a multi-use landscaped zone, and a 2.5m pedestrian only footway adjacent the northern building line. These new routes contribute towards the active travel aspirations for the City.
- 4.7 Creative urban design solutions have been explored with The Urbanists (who have been retained as Quality Audit Coordinator for the project) with reference to best practice in other towns and cities. There will be an emphasis on creating new greening and public spaces which will present opportunities not only to improve the look of The Kingsway, but also to encourage innovative uses along the linear space such as pop-up licensed commercial lettings, small scale events, public art, and play activities over time. Street furniture such as seats/benches, cycle racks and other elements will be introduced to encourage use of the space, being aligned to respect key movement spaces and to reflect the needs of all its users.
- 4.8 The design of the street with wide tree-lined footways will present a processional route for key events such as the Santa Parade and other civic events, with the new spaces presenting opportunities for complementary activities. It is also proposed to create new raised green-planted areas at the top of Princess Way, presenting an opportunity for City Centre to sit and enjoy the new place. As referenced above, opportunities may present to accommodate small-scale or related community, Council or commercially-led events, and this has been taken into account in design of the space. Infrastructure such as power and drainage will be detailed in the final scheme in consultation with Culture & Tourism/City Centre Management.

- 4.9 Changes to Orchard Street will also need to be undertaken including the closure of the dedicated bus lane/cycle lane, placement of all traffic in two lanes on the west side of the street (existing southbound general traffic route). The dedicated bus/cycle route will become a tree-lined non-segregated pedestrian and cycle route. The existing footway on the east of the street, punctuated with mature trees with root heave, will be transformed into a grassed area, with access to properties along the street retained.
- 4.10 The proposals presented will create a high quality environment with increased green space in which to live and work with the relevant infrastructure to support this, and deliver an aspiration of the Council to deliver a green artery through the City Centre.
- 4.11 In summary, the proposals will offer the following Regeneration and Place benefits:
- deliver an enhanced setting for the former Oceana development site and creation of the CBD and Digital Village;
 - improve junction arrangements and pedestrian crossing facilities within a low-speed environment on The Kingsway and Orchard Street;
 - revert some carriageway to public space presenting opportunities for improved pedestrian and cycle routes, a linear space with hard and soft landscaping, offering potential for temporary and/or permanent commercial interventions; and
 - removing the west-bound bus lane and cycle lane to create a two way, two lane carriageway on The Kingsway and Orchard Street with one general traffic lane each direction.
- 4.12 Recent changes to Westway/Dillwyn Street has removed the dedicated bus lanes (with exception of the southbound route south of Clarence Terrace). The introduction of the new bus gyratory adjacent the bus station now enables buses to enter general traffic lanes within the proposed remodelled carriageway on The Kingsway.

5.0 CONSULTATION

- 5.1 At project inception, a project communication plan was prepared identifying key stakeholders to engage during the process of project development, including those living and working in and around Swansea. In addition, as well as the general public and traders, the team identified a number of other stakeholders that should be informed and consulted about the proposals, including special interest groups, and statutory and advisory groups, both local and with a strategic wider interest.

5.2 Target stakeholder workshops

- 5.3 Prior to public consultation (which commenced on the 10th February, 2017) draft proposals were presented to a series of stakeholder workshops focussed on Access, Movement, Place and Function in January. Representatives of the following groups were consulted: SAIL; SCVS; SAFE; Guide Dogs Cymru; First Grp, Wheelrights; Sustrans; Pobl and Coastal HA's; Swansea Environment Forum; and National Resources Wales. Council representation at the focus workshops included: Parks, Events/Culture & Tourism, Nature Conservation, Landscape, Planning & Conservation, Regeneration, Highways & Transportation.
- 5.4 A presentation was also given to Council's Disability Liaison Group and SERP, and separate meetings have also been held with representatives of Swansea BID, Council's Resilience team and the All Wales Extremism and Counter Terrorism unit. Feedback from all groups was extremely positive and their feedback was included in the proposal presented at the public consultation including:

- increased greening, more usable green space & realignment of trees to increase visibility of the street, reduce shade on the sunny northern side of the street;
- 'event' space redefined - focus on processional route with licensed site opportunities;

- feeder lane on the Orchard St approach to College St junction to cater for traffic demand at this junction;
- bus layby capacity increased.

5.5 Some elements which were not included prior to consultation were details of cycle/pedestrian junctions and loading which will be considered at the detailed design stage to take account comments arising from public consultation.

5.6 Public Consultation Framework

5.7 Public consultation commenced on the 10th February and concluded on the 10th March, 2017. An exhibition was set up at The Grand Theatre between the 14th and 22nd February, with project team members available between 9.30am and 5pm on Tuesday 14th, Wednesday 16th, Thursday 17th February, Tuesday 21st and Wednesday 22nd February - the exhibition was accessible outside these periods during evening opening hours without the project team present. An exhibition was also erected at the Civic Centre between the 19th February and the 24th February, 2017.

5.8 At the attended sessions at The Grand Theatre, project team members were able to discuss the project with those who came along to the drop-in sessions, and to answer any misunderstanding or concerns. All attendees were encouraged to make their views known, whether negative or positive via the project questionnaire, either in hard copy or online. During the project team's presence at the Grand Theatre, an animated traffic model was presented illustrating predicted traffic movements around the project area. Unfortunately due to technical constraints the model could not be placed on the website.

5.9 English and Welsh questionnaires and a collection box was available at both locations, although online versions were available via the project website www.swansea.gov.uk/thekingsway which also carried the exhibition materials. In the absence of officers to answer questions at the unattended sessions/exhibit periods, a project e-mail address (thekingsway@swansea.gov.uk) and contact telephone number was available to express feedback or to ask questions.

5.10 The consultation was supported by a publicity campaign through press releases to local and national media, and social media, e-mail, and letters within The Kingsway itself.

5.11 Responses

5.12 A series of questions were asked in the consultation questionnaire relating to how often consultees currently use the City Centre, how they get in and around the City Centre, if they live in the City Centre, how they feel about the current layout and condition of The Kingsway and surrounding roads, if they agree with the consultation proposal. Of the 216 respondents who submitted representations by the consultation deadline (noon on the 10/03/17), 96.8% had viewed the consultation proposals before offering comments. The summary of responses can be found within Appendix B of this report.

5.13 With regard whether respondents supported the project or not, the key findings are presented below.

5.14 Of all respondents, 97.2% considered changes to the layout of The Kingsway and surrounding roads was needed, with only less than 1% considering no changes were needed. 67% of respondents agreed with the proposal presented (44.5% strongly agreed, 22.6% tended to agree).

5.15 When asked for any comments in relation to the project the following concerns were expressed:

- a) highway network related - impact of noise and pollution within the City Centre, impact on efficiency of bus services arising from the closure of the bus lane, impact on efficiency of highway network at key junctions, concern over temporary traffic management impact on business, potential conflict between cyclists and pedestrians on non-segregated route, temporary loss of cycle route during works, re-opening Princess Way, loss of residential street-parking on surrounding roads.
- b) parking - protect parking for workers, business loading opportunities and customer short-term parking.
- c) other – need for the Council to maintain any new landscaped areas, location and nature of green areas (should this be on the south side?), close The Kingsway to all traffic, more green areas required, appropriateness of the alignment of the pedestrian crossing near Christina Street/The Kingsway junction, questions over misuse of the space/anti-social behaviour, access to drop-in's.

- 5.16 Some of these concerns highlighted within a) and b) above have already been addressed in this report, however further work will be undertaken to further review these matters as part of the detailed design stage, if this report is approved. Section 6 of this report addresses some of the areas which are planned for further review, whilst paragraph 8.3 of this report refers to 'revenue implications' arising from scheme design.
- 5.17 To date significant progress has been made in reviewing traffic movements and projecting traffic flows, and these have culminated in a transport model which was presented and discussed with visitors to The Grand Theatre drop-in's, and presented to Cabinet members previously. Issues such as parking for workers is a strategic issue which is not a direct consequence of this project, however this is covered within other joined-up Council policies relating to integrated transport.
- 5.18 The alignment of pedestrian crossings has been carefully designed to minimise the impact on pedestrian/cycle desire lines, but with careful consideration of their impact on the efficiency of junctions and traffic flows. The reopening of Princess Way to traffic is not considered deliverable as this would detrimentally affect the operation of the junction at 'The Kingsway Circle', as well as being of detriment to pedestrian safety/movements both at this location, and further along the street between the pedestrian zone and Castle Square. Even with reduced lane capacity and restricted to buses only, the waiting time at this junction would create tailbacks, offering greater segregation of the pedestrian zone and Castle Square, whilst potential increased pollution from waiting traffic would make this an unattractive environment and affect air quality, and potentially deter investment in the area. Retaining the area as a pedestrianised street is considered important in encouraging footfall between The Kingsway (and areas north of this point) and the prospective developments at Swansea Central (St.David's), and to the Waterfront.
- 5.19 With regard the complaint over accessibility of the information presented at the Grand Theatre, it should be noted that all information except the traffic model was also accessible during evening, and an exhibit was accessible during opening hours at the Civic Centre, in addition there was online accessibility of consultation panels via the project website.
- 5.20 The location of the green space has been arrived at as this is the sunniest side of the street, and is likely to more used than the southern side of the street as this area is in shade for the majority if the year, maintenance and the nature of landscaping is a consideration which will be considered during the detailed design stage of the project (taking into account an representation received on this matter) as referenced within section 7 of this report. A review of CCTV locations will be reviewed of part of the detailed design process to mitigate any concerns over anti-social behaviours.

- 5.21 One further area identified was that of emergency service access and consultation. Currently the one-way system inhibits traffic movements around the City Centre. By introducing two-way flows this offers to introduce greater resilience into the highway for general accessibility, but also if an accident occurs on one part of the network covered by the proposed works. Mansel Street/Alexandra Corridor being two-way for example, will enable more direct access to St Helen's Road, rather than traffic heading for that destination unnecessarily having to travel through The Kingsway. Moving on from the outline design that has been the focus of the public consultation exercise, consultation will continue with other agencies to ensure strategic needs are met during the detailed design stage should this project be approved.
- 5.22 The following comments were offered in support:
- the introduction of green space and greater opportunities for play welcome (however safety needs to be considered);
 - the re-use of vacant buildings, encouraging café's at ground floor, and encourage pop-up uses along the street will be encouraged by this investment;
 - welcome the active travel routes (walking and cycling) and liveable spaces for living and working;
 - the roundabout at the junction with Dillwyn Street to provide enhanced access to The Grand Theatre and the City Centre generally is positive;
 - reversion to two-way traffic is welcome;
 - support for the wider regeneration plans for The Kingsway.
- 5.23 Other comments related to a need to support local businesses and encourage investment generally in the City Centre, whilst further investment in High Street would be welcome.
- 5.24 A further question asking for a view on whether the dedicated bus lanes should be closed in August was overwhelmingly supported with approximately 74% agreeing. The need to do this is referenced in section 7 of this report.
- 5.25 A summary of the results can be found in Appendix B of this report, , together with a positive letter of support from Guide Dogs Cymru, Vision Impaired West Glamorgan and RNIB in Swansea. A separate letter was also received from Pobl Housing Association which was supportive but identified some issues which are referenced within the general comments offered above. A copy of this letter can be made available to Cabinet Members if requested.

6.0 PROPOSED CHANGES ARISING FROM CONSULTATION

- 6.1 In response to the issues raised, the following scheme changes are proposed:
- review of traffic regulation orders along the main circulatory roads and adjoining streets to facilitate loading provision for businesses including potential to use bus laybys prior to 7am;
 - a review of circulation of traffic access within Northampton Lane in light of development of student accommodation at the junction of Christina Street and The Kingsway, and the presence of Pobl HA (formerly Gwalia) office accommodation;
 - review possible widening of the service road fronting the Dragon Hotel to accommodate loading to businesses on the northern side between Dynevor Place and Belle Vue Way. Service Road intended to be of a 'shared space' design psychology;
 - further road narrowing treatment provided on Orchard Street northern gateway and potentially at other locations to enhance pedestrian accessibility;
 - a review of circulation of traffic access along Pleasant St to reduce speeds, accommodate residents parking and University loading. Raised entry treatment provided at junction with Alexandra Road to improve pedestrian / cycle connections east/west;

- bus layby length increased outside former Oceania to accommodate minimum of two buses;
- car park access/egress to The Kingsway NCP amended to maintain access/egress during any road closure on The Kingsway for special events;
- the depth of tactile paving increased at numerous locations to assist in identification by visual impaired users.

7.0 DELIVERY & COST

- 7.1 The estimated cost of the project is £10m. The council is submitting a bid for up to £4m ERDF Convergence funding. As such, depending on its success the Council's contribution would be between £6m and £10m. This covers all fees and construction.
- 7.2 A comprehensive traffic management phasing plan is currently being prepared along with a workshop planned with contractors for the South West Wales Regional Contractors Framework to refine further before inclusion in the main contract documents. This phasing plan will set out the proposed phasing and minimum requirements for traffic management. This approach was successfully implemented on the Boulevard Project with similar challenges along The Kingsway and Orchard St.
- 7.3 Whilst an overwhelming majority of consultation respondents indicated support for early closure of the dedicated bus lanes, a date for this in relation to the works contract will be determined by the actions referred in paragraph 7.2 above.

8.0 FINANCIAL IMPLICATIONS

- 8.1 **Capital costs** - the capital cost of the project is £10m, including all design, and supervision fees and construction costs. It is anticipated that the £10m scheme will be funded via Council match-funded against external grants. The provision has been made in the 2017/18 capital budget with the exact amount amended to reflect the grant ERDF grant obtained.
- 8.2 **Revenue implications** – consultation has already been undertaken with operational teams including Streetscene, Public Lighting and Parks over the emerging design proposals which currently remain at concept stage. Further discussions will take place during the detailed design stage and specific revenue implications will be identified in a future report to respective portfolio Cabinet members, subject to the recommendations of this report being approved.
- 8.3 The successful contractor will need to include a two year landscape maintenance contract within their tender. Whilst this will present the cost of the two year period for establishment of landscaping, agreement on costs for ongoing maintenance will be agreed with Parks and Streetscene and reported within the final contract award report which will be prepared in compliance with Council's Contract Procedures Rules, and the appropriate financial allocations will be made as part of future budget considerations.

9.0 LEGAL IMPLICATIONS

- 9.1 The report seeks approval to delegate authority to the Director of Place in consultation with the relevant Cabinet members to make minor amendments to the scheme. Should any amendments be required that materially alter the proposed scheme or the associated costs, then these should be referred back to Cabinet for further consideration and approval.
- 9.2 All works and services required to deliver the scheme must be procured in accordance with the Council's Contract Procedure Rules and European procurement legislation as appropriate. The South West Wales Regional Contractors Framework is an EU compliant framework.

- 9.3 In the event that the Council is successful in securing ERDF grant funding, then the Council will need to comply with any terms and conditions attached to the offer of funding.
- 9.4 The Council will need to ensure that it obtains all necessary statutory consents including planning consents with which to deliver the project. In particular future changes to the highway network will require appropriate changes to the Traffic Regulation Orders, whilst any planned demolitions will require planning approvals.

10.0 EQUALITY AND ENGAGEMENT IMPLICATIONS.

- 10.1 An Equalities Impact Assessment Screening has been undertaken together with an Equalities Impact Assessment (EIA) outlining engagement/consultation including the consultation referenced in this report in Appendix D.
- 10.2 Ongoing monitoring will be undertaken to ensure that the needs of groups identified in the EIA are fully considered throughout the project and particularly on completion of detailed design and prior to implementation and on completion.
- 10.3 Prior to construction starting on either interim or permanent works, the communication plan presents actions to engage and inform stakeholders through the process, utilising project website, target e-mails, letters, press release and social media.

Background Papers: None.

Appendices: **Appendix A – Proposals Plans Issued for Consultation**
Appendix B – summary of consultation responses