



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

**Cabinet – 16 July 2020**

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

<b>Purpose:</b>	<p>To confirm the outcome of the bid for Local Transport Fund (LTF) and Local Transport Network Fund (LTNF) monies and seek approval for expenditure on the associated projects in 2020/21.</p> <p>To comply with Financial Procedure Rule No. 7 (Capital Programming and Appraisals): to commit and authorise schemes in the Capital Programme.</p>
<b>Policy Framework:</b>	Local Transport Plan 2015 – 2020
<b>Consultation:</b>	Access to Services, Finance, Legal.
<b>Recommendation(s):</b>	<p>1) That the LTF &amp; LTNF schemes, together with their financial implications, are approved.</p>
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<b>Legal Officer:</b>	Debbie Smith
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## 1. Introduction / Background

- 1.1 A funding bid for the Local Transport Fund and Local Transport Network Fund (LTF and LTNF) was originally submitted to the Welsh Government on 13<sup>th</sup> February 2020 in accordance with guidance from the Welsh Government. The funding bid was ultimately approved under delegated decision by the Leader as Chair of the External Funding Panel and the Cabinet Member for Environment and Infrastructure Management, and the Council was successful in securing £882,000 for the development and delivery of two schemes.
- 1.2 The guidance stated that there was a total funding pot of £25 million for the Local Transport Fund and £4 million for the Local Transport Network Fund in 2020/21. This funding is available to all Welsh Local Authorities. The Welsh Government elected not to set a maximum value for each scheme, but rather elected to set a banded scoring criteria, with higher values attracting a lower point allocation. Whilst match funding is not a requirement of the funding bids, it was made clear that those schemes that benefited from match funding would be more likely to receive an allocation.
- 1.3 The City & County of Swansea submitted bids totalling £1.829 million, and the Welsh Government ultimately awarded funding amounting to £882,000 for FY2019/20.
- 1.4 This report seeks approval to commit these funds to the capital programme in accordance with the Financial Procedure Rules.

## 2. Submitted Bids

- 2.1 A total of £1.829 million was bid for by the City & County of Swansea, and the Welsh Government has subsequently allocated £882,000 for the delivery of two schemes with LTF and LTNF in 2020/21. The bid and the successful funding allocation are shown in the tables below.

**Table One – Summary of Bids for LTF & LTNF 2020/21**

Fund		Total Bid (£k)	Match funding (£k)	Total project cost (£k)
LTF	South West Wales Metro	482	0	482
LTF	Baldwins Bridge	135	0	135
LTF	Dyfatty Interchange	812	0	812
LTNF	South West Wales Metro   Bus Pilot Corridor	400	0	400
Total		1829	0	1829

**Table Two – Summary of Allocations for LTF & LTNF 2020/21**

Fund		Total Bid (£k)	Match funding (£k)	Total project cost (£k)
LTF	South West Wales Metro	482	0	482
LTNF	South West Wales Metro   Bus Pilot Corridor	400	0	400
Total		882	0	882

### 3. Details of Schemes - LTF

3.1 The projects approved for funding from the Local Transport Fund 2020/21 are summarised below.

3.2 South West Wales Metro – The Welsh Government has allocated £482k to continue the strategies and development work for the South West Wales Metro. The City & County of Swansea is acting as the lead delivery partner on a scheme, which has regional significance and is pleased to be working in close partnership with Neath Port Talbot County Borough Council, Carmarthenshire County Council and Pembrokeshire County Council. The South West Wales Metro is expected to provide a transport system that will be imperative to the delivery of the City Region’s aims, objectives and strategic projects.

3.3 The allocation of this funding for 2020/21 will build on the work of the previous year to add further detail and vision in the development of a South West Wales Metro for Swansea and its neighbouring Local Authorities.

3.4 The £482,000 will fund the delivery of the following elements:

- Project Coordination
- Rail Business Cases
- Bus Business Cases
- Active Travel Business Cases
- WeITAG Stage 2 for Metro Concept

### 3.5 Details of Schemes- LTNF

3.6 South West Wales Metro | Bus Pilot Corridor – The Welsh Government has allocated £400k to continue the excellent work that began in 2019/20 with Transport for Wales (TfW) and First Cymru Buses to improve bus corridors on some of the busiest routes around Swansea.

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

- Public Transport Hubs – *studies to establish site selection, information provision and customer experience in:*
  - *Morrleston (& Swansea Enterprise Park) Bus Interchange*
  - *Mumbles Bus Interchange*
  - *Gowerton Public Transport Hub*
  - *Pontarddulais Public Transport*
- Bus Corridor Infrastructure Assessment – *studies to establish a package of improvements required to establish bus improvement measures from Mumbles to Swansea Valley*
- Ultra-Low Emission Vehicles and Servicing Assessment – *studies to support the transition of public transport vehicles in Swansea to ultra-low emission technologies, including support for refuelling, recharging and servicing of vehicles*

#### **4. Equality and Engagement Implications**

4.1 The Council is subject to the Public Sector Equality Duty (Wales) and must, in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

4.2 Our Equality Impact Assessment process ensures that we have paid to regard to the above.

4.3 An Equality Impact Assessment Screening Form has been completed. The outcome of the Assessment is that full Equality Impact Assessments will be required if these schemes are progressed.

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

#### **5. Financial Implications**

5.1 The schemes described in this report, rely upon the Local Transport Fund and Local Transport Network Fund to provide grant funding to secure their delivery.

5.2 The schemes are 100% reliant upon grant to secure their delivery.

5.3 Claims are to be made to the Welsh Government on a quarterly basis. The grant must be claimed in full by 31 March 2021 otherwise it will be lost.

5.4 Any revenue costs arising from capital schemes will be met by existing revenue budgets.

## **6. Staffing / IT Implications**

There are none.

## **7. Legal / Procurement Implications**

7.1 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.

7.2 It will be necessary to ensure that all terms and conditions attached to external grant funding are complied with and that the Council's Financial Procedure Rules Regarding Grant Applications and Acceptances are followed.

7.3 Land agreements whether by purchase or lease should be in place prior to the commencement of scheme construction and delivery.

7.4 Planning Consent may be required for the South West Wales Metro | Bus Pilot Corridor. The vast majority of this scheme involves studies which may change the highway network and as such would fall under permitted development and would not therefore require a planning application. The scheme may however require planning applications where bus shelters are installed at new sites, particularly those that will host advertising panels. Planning Permission will therefore be sought as appropriate.

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

**Background Papers:** Local Transport Fund and Local Transport Network Fund Bid Documents & Equality Impact Assessment Screening Form

### **Appendices:**

Appendix A – South West Wales Metro Financial Summary

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

## Appendix A – South West Wales Metro Financial Summary

**Portfolio: Place**

**Service : Highways**

**Scheme : LTF – South West Wales Metro**

<b><u>1. CAPITAL COSTS</u></b>	<b>2020/21 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Business Cases,	482				482
<b>EXPENDITURE</b>	<b>482</b>				<b>482</b>
<u>Financing</u>					
LTF grant	482				482
<b>FINANCING</b>	<b>482</b>				<b>482</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2020/21 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees	)				0
Maintenance	) To be met from existing budgets				0
Equipment	)				0
Administration	)				0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Appendix B – South West Wales Metro | Bus Pilot Corridor Financial Summary**

**Portfolio: Place**  
**Service : Highways**  
**LTNF – South West Wales Metro | Bus Pilot**  
**Scheme : Corridor**

<b><u>1. CAPITAL COSTS</u></b>	<b>2020/21 £'000</b>				<b>TOTAL £'000</b>
<u>Expenditure</u>					
Business Case, Strategy & Surveys	400				400
<b>EXPENDITURE</b>	<b>400</b>				<b>400</b>
<u>Financing</u>					
LTNF grant	400				400
<b>FINANCING</b>	<b>400</b>				<b>400</b>

<b><u>2. REVENUE COSTS</u></b>	<b>2020/21 £'000</b>				<b>FULL YEAR £'000</b>
<u>Service Controlled - Expenditure</u>					
Employees	)				0
Maintenance	) To be met from existing budgets				0
Equipment	)				0
Administration	)				0
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>