

**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2019-20
SCHEME APPLICATION FORM**

Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects

Local Authority	City & County of Swansea	
Scheme Name	City Centre Links	
Scheme Priority Rank Number	1	
Existing or New Scheme	New	
Grant (please select one)	Active Travel Fund	
Date of Scheme	Start 2019/20	Estimated Completion 2019/20
Scheme Category (please select one)	Active Travel Local Scheme	
Funding required for 2019-20	£3,984,000	
Total funding required to complete scheme from 2020-21 onwards	£0	
Project Manager Contact Name	[REDACTED]	
Contact Telephone	[REDACTED]	
Contact email	[REDACTED]@swansea.gov.uk	
Authorised by (e.g. Head of Finance or Transport Services)	Name: [REDACTED] Job Title: Head of Service, Transportation Signature: [REDACTED]	

SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year. Applications for a package of schemes should contain a costed list of the associated projects in priority order.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

OS GB grid reference:

1. Gors Avenue Shared Use Path – SS639943

[REDACTED]

CITY CENTRE LINKS

The schemes contained within this bid for local routes have been packaged to provide links into and around Swansea City Centre. As has been well established in previous bids and supplementary research, the main urban area of Swansea is served well by strategic cycle infrastructure on three sides. Unfortunately, whilst this infrastructure provides a superb resource for Active Travel, there is comparatively poorer or non-existent connectivity for cycling between this network and the residential areas. This proposal seeks to begin the construction of a new interurban network, linking homes to the strategic network. A summary of the proposed corridor is included as an Appendix to this bid for information.

The improvements will deliver **14.77km improved provision for cycling**. The improvement will link services and facilities to the city centre residential areas. [REDACTED]

The schemes are described below in priority order:

1. GORS AVENUE SHARED USE PATH – [INM REF. SWA-AS0056]

This 3.16km shared use path will provide a spine route for an access tributary linking with the Cwm Road Shared Use Path. This particular element will provide a link into the existing strategic infrastructure that already exists. The route will provide safe, off-road connectivity for pedestrians and cyclists in an area which does not currently benefit from this type of dedicated infrastructure. Local residents will also benefit from the improvements which will stretch through the main corridor of the community serving the adjacent primary school, Gors Community School and local amenities.

[Estimated Cost for 2019/20: £708,000]

[REDACTED]

[REDACTED]

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Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your scheme. Please use the Future Generations Framework <https://futuregenerations.wales/wp-content/uploads/2017/12/FGCW-Framework.pdf>

PLEASE ONLY PROVIDE INFORMATION RELATED TO YOUR SCHEME

The Five Ways of Working	
Long Term – please describe how you have considered long term needs related to your scheme. What are the impacts of your scheme on future generations?	The provision of shared use path infrastructure ensures the sustainable provision of affordable access for many generations to come; enabling access to a wide range of retail, services and employment opportunities. Walking and cycling are often the most cost effective means of transport for those affected by transport poverty. Improved access to Active Travel routes in the areas covered by this scheme will enable sustainable, low cost travel to become a first choice travel choice for local communities.
Prevention – please describe how you considered options to prevent the problems that your scheme is addressing, from getting worse or occurring in the first place.	The project will serve to improve access in areas where there is currently no formal provision for cyclists. This will therefore combat the inability to access services and facilities by active travel means.
Integration – please describe how you have considered the well-being objectives of other public bodies.	The project is by nature one that is seeking to promote integration with existing shared use path provisions to open new areas to travel via the active travel network. It also integrates with other public transport modes to promote interchange for longer and more complex journeys where possible. The routes contained in this Local Routes bid will serve to improve the direct connectivity between residential areas and key attractors via the established strategic networks.

	<p>A number of the links would provide enhanced linkages for children travelling to school by active travel means.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your scheme.</p>	<p>The proposals contained within this bid have largely arisen through consultation with Sustrans, Wheelrights (a local cycle campaign group) and members of the public. The delivery of the routes will continue to be undertaken in close collaboration with Sustrans and Wheelrights.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your scheme</p>	<p>As stated above, the proposals contained within this bid have largely arisen through consultation with Sustrans, Wheelrights (a local cycle campaign group) and members of the public as part of the consultation on the INM. Various departments within the City & County of Swansea will also be involved in the delivery of the scheme.</p>

SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>The City & County of Swansea has a particularly important role to play in the encouragement of Active Travel in Wales. Its dense urbanised population and economic centres provide an ideal environ for Active Travel particularly as 48% of journeys to work are less than 5km and 66% less than 10km. Swansea also possesses a greater proportion of the Wales BUA, used as a determining factor for the implementation of the Active Travel (Wales) Act. 13% of the Wales BUA is within the boundary of the City & County of Swansea, despite the geographical extents of the Local Authority only accounting for 1.8% of the Wales land mass.</p> <p>The coastal belt, Swansea & Clyne Valleys benefit from an excellent strategic network, which is well used by commuter pedestrians and cyclists on a daily basis. The breadth of this network, which largely follows former railway alignments, is such that it provides an excellent resource to access large areas of the County on a network on very sympathetic gradients, despite Swansea's undulating topography.</p> <p>The projects described below will seek to address the lack of connectivity and permeability between key attractors and the residential areas by way of the established strategic network.</p> <p>The schemes are described below in priority order:</p> <p>1. GORS AVENUE SHARED USE PATH – [INM REF. SWA-AS0056] This 3.16km shared use path will provide a spine route for an access tributary linking with the Cwm Road Shared Use Path. This particular element will provide a link into the existing strategic infrastructure that already exists. The route will provide safe, off-road connectivity for</p>

pedestrians and cyclists in an area which does not currently benefit from this type of dedicated infrastructure. Local residents will also benefit from the improvements which will stretch through the main corridor of the community serving the adjacent primary school, Gors Community School and local amenities.

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<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>The scheme elements described above would deliver new active travel infrastructure measuring 14.77km.</p>
<p>Fit with Policies and Plans Please indicate where this scheme fits with local policies and plans such as the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken</p>	<p>The Links to NCN project is ranked 5th in the Joint Local Transport Plan for South West Wales (2015 – 2020).</p> <p>The Walking Links to Schools project is also ranked 5th in the Joint Local Transport Plan for South West Wales (2015 – 2020).</p> <p>These projects will also support the objectives of the Local Transport Plan (2015 to 2020):</p>

from the Active Travel Mapping System.

- *To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities.*
- *To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and wellbeing.*
- *To implement measures which will protect and enhance the natural and built environment and reduce the adverse impact of transport on health and climate change.*

The scheme will contribute towards the aims of the Active Travel (Wales) Act to realise 10% of all journeys being undertaken by foot or cycle by 2020.

Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsilg/publications/150623-guide-to-the-fg-act-en.pdf>

<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<p>Prosperous & Secure</p>	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>The schemes provides an important route for pedestrian and bicycle journeys from the communities to National Cycle Network Routes 4 and 43.</p> <p>The completion of these routes will mean that a large number of destinations will become accessible by foot and bicycle, aiding access to key services and employment opportunities.</p> <p>The enhancement of walking and cycling journeys will provide an excellent means of affordable transport to a wide range of services and employment opportunities. For example, Singleton Hospital, Swansea University, Schools and the City Centre.</p> <p>The creation of Active Travel routes and the encouragement for modal shift is a significant contributor towards the improvement of air quality.</p>

<p>Healthy & Active</p>	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>The scheme will deliver new and much needed links to the existing cycle networks, which will greatly encourage the use of active travel for utility journeys in the city and county area.</p> <p>The Public Consultations that were undertaken in support of the development and adoption of the Integrated Network Map consistently identified the lack of off-road infrastructure as one of the major barriers to the greater use of Active Travel. These schemes would provide a significant contribution towards addressing this concern.</p>
<p>Ambitious & Learning</p>	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	<p>Walking and cycling are the most equitable and affordable means of access and transport, which are therefore ideal to improve the equality of opportunity in accessing services, facilities and centres of employment.</p> <p>A good number of the routes contained in this bid facilitate direct links to centres of education. These improvements would therefore facilitate safe and efficient access to education opportunities.</p>
<p>United & Connected</p>	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	<p>The project will deliver a sustainable means of access connecting a number of distinct communities across the City & County of Swansea. These communities are either inaccessible or only partially linked by active travel networks at present.</p> <p>These routes will facilitate better links to a number of railway stations and bus hubs across the City & County of Swansea.</p>

Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Contribution
Local Transport Fund	<ul style="list-style-type: none"> • Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services • Connect communities and enable access to key services 	
Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	
Active Travel Fund	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities 	<ul style="list-style-type: none"> • Improve active travel access to employment, education, key services, destinations and public transport • Increase levels of active travel • Connect communities
Safe Routes in Communities	<ul style="list-style-type: none"> • Increase levels of active travel among children travelling to school • Increase levels of active travel in the wider community (Please indicate the position of the community in the Welsh Index of Multiple Deprivation) 	

2. TRANSPORT CASE

Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Positive
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	Neutral
A globally responsible Wales	Positive

Value for Money

Please explain what steps have been taken to ensure costs have been kept as low as possible and to quantify if the funding requested will represent value for money. Include Benefit Cost Ratio (BCR) if known:

The Council has pursued route alignments which are direct to produce the shortest routes possible and are likewise to be constructed on land owned by the Council in an effort to minimise the construction costs and deliver a scheme which provides the best route for the user.

It is expected that this scheme, as is often the case with Active Travel Schemes, will deliver high Value for Money.

Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p>Social Impacts Please consider physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance.</p>	<p>The creation of these routes will improve the opportunity for physical activity in the local area, as well as improving the quality of the journeys by active travel; where the user would otherwise be required to use roads, which do not benefit from formal provision for walking and cycling.</p> <p>The Public Consultations that were undertaken in support of the development and adoption of the Integrated Network Map consistently identified the lack of off-road infrastructure as one of the major barriers to the greater use of Active Travel. These schemes would provide a significant contribution towards addressing this concern.</p> <p>The schemes created from this bid would all conform to the Active Travel (Wales) Act (2014) Design Guidance and be in a fit state to be admitted to future revisions of the Existing Route Map.</p>
<p>Cultural Impacts Please consider cultural impacts including welsh language.</p>	<p>A number of the routes contained within the bid will directly improve the active travel links to centres of Welsh Language education (for example Gower College Swansea).</p> <p>The improvements described in this bid will also promote improved access to cultural centres within the city centre.</p> <p>The routes will also benefit from bilingual signage and pictograms to ensure use and accessibility for all.</p>
<p>Environmental Impacts</p>	<p>These route enhancements would serve to remove pedestrians and cyclists from congested roads where air and noise quality will be poor. This will have an immediate benefit to its users, whilst the modal shift</p>

<p>Please consider noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>that the enhancements are likely to bring about will deliver a reduction in air and noise pollution at the source.</p> <p>Modal shift from single occupancy private motor vehicles, which often congest the local highway network, will have a tangible benefit on the townscape and landscapes in which these routes sit.</p> <p>A number of the routes run through areas which have been deemed to be of particular merit in terms of their biodiversity and ecology. These sites will be better preserved and promoted through the delivery of these active travel schemes.</p>
<p>Economic Impacts Please consider journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created.</p>	<p>The routes will improve access to local services and employment opportunities. The route will also link with the NCN4, which presents the opportunity to link to destinations much further afield, using wholly off-road, traffic-free active travel routes.</p> <p>Physical inactivity is projected to cost NHS Wales £35million per annum through the treatment of preventable diseases. The cost of the projects included in this bid will therefore offset the rising costs of treating the symptoms of sedentary lifestyles, by encouraging and enabling greater use of active travel and active lifestyles.</p>

3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

See attached project plan.

4. FINANCIAL CASE

Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2019/20	2019/20 projected	2020/21	2021/22	2022/23	Later	Total
Surveys							
Design		325					
Land Purchase							
Accommodation Works		180					
Construction		3160					
Project Management		314					
Monitoring and Evaluation		5					
Promotion							
GROSS TOTAL		3984					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>							
NET TOTAL		3984					

Quarterly Expenditure Profile

(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)

	Forecast FY2019-20 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys				
Design	15	113	113	84
Land Purchase				
Accommodation Works		90	90	
Construction	80	1026	1026	1028
Project Management	78	78	78	80
Monitoring and Evaluation			2	3
Promotion				
GROSS TOTAL	173	1307	1309	1195
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
NET TOTAL	173	1307	1309	1195

5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

The feasibility and outline design will be undertaken in-house by the City & County of Swansea Highway Improvements Team. This team has extensive experience of delivering a wide portfolio of multimillion-pound projects in Swansea.

The main construction contract would be advertised and let to competitive tender via the Sell2Wales tender portal or using the South West Wales Framework for Consultancy Service.

City and County of Swansea – Apprenticeship programme

An apprentice has been employed by the City and County of Swansea to support the delivery of the forward work programme.

Bricks and Mortar Initiative

The appointed Contractor will be required to provide a number of training opportunities for locally unemployed and economically inactive people. This would be delivered through site based work experience on the project.

Education and Support

As part of the development of the active travel programme, it is proposed that the authority will develop a cycle training and education programme with local schools and communities, using its in-house Road Safety Team. As part of engaging with the community, schools will also be invited to assist in the project development.

Supply Chain Initiatives

Using the authorities' framework and the term delivery programme identified by Welsh Government, it is proposed that a number of supply chain initiatives are developed to support local employment.

Innovation

The authority is keen to support innovative and exemplar solutions. It is proposed that new links are developed with Swansea University to identify research and development programmes that can enhance the active travel offer within the region. These are to include options that encourage user safety, sustainability and potentially green energy generation.

MONITORING AND EVALUATION

How and when will you measure if the scheme has been successful? Post-delivery monitoring plan, data collection, and relevant targets?

The schemes will be monitored by using a portable cycle counter to measure the initial baseline, and subsequent recordings will be taken to determine the ongoing performance of these assets.

The Local Authority operates a network of fixed cycle counter sites which will be used to analyse the long term trends.