

**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19
SCHEME APPLICATION FORM**

ACTIVE TRAVEL FUND

*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	Swansea Northern Strategic Route	
Scheme Type (please select one)	Strategic Scheme	
Date of Scheme	Start: 2018/19	Estimated Completion: 2019/20
Funding required for 2018-19	£1,592,882	
Total funding required to complete scheme from 2019-20 onwards	Ongoing	
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]	

<https://gov.wales/docs/caecd/publications/180516-privacy-notice-en.pdf>

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 local 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.

Georeference for your Active Travel scheme(s):

- 1) Swansea Vale Link Road Shared Use Path: 51.66954764850073,-3.905918598175049
- 2) Llansamlet Link: 51.660364223011946,-3.879246711730957

[REDACTED]

A NORTHERN STRATEGIC ROUTE FOR SWANSEA

The schemes contained within this bid for strategic routes have been packaged as a means to deliver **a new northern strategic link for Swansea**; complementing and linking to the existing strategic networks to the east, south and west of the city's urban areas. A summary of the proposed corridor is included as an Appendix to this bid for information.

The Northern Strategic Route will ultimately deliver **~16.5km of new off-road shared use paths** opening up large areas of the city, which currently have no access to dedicated cycle routes. This new corridor will also provide an excellent resource to allow for local links into residential areas, as well as providing new routes into Neath Port Talbot County Borough Council and Carmarthenshire County Council. **The route will be of regional importance** and preliminary discussions and indications are that Sustrans would incorporate this route as an extension to NCN47.

As can be seen from the summary plans (attached) the route passes a number of significant trip attractors, residential areas as well as a number of strategic development areas for residential housing. These development areas will be included in the

Swansea Local Development Plan and amount to more than **6,000 new homes immediately adjacent to the proposed Northern Strategic Route.**

This bid would enable the delivery of first phase, which would amount to 9.8km of new off-road shared-use paths. The design and development of the remaining elements will be undertaken during 2018/19 with a view to bidding for these elements in 2019/20 & 2020/21. The schemes are described below in priority order:

1. SWANSEA VALE LINK ROAD SHARED USE PATH – [INM REF. SWA-AS0027]

This improvement would deliver a shared use path adjacent to the Swansea Vale Spine Road between Tir Canol Bridge and Gwernllwynchwyth Road. The route length would be 2.6km. This would facilitate an off-road link to local cycle routes, NCN43 and east-west walking and cycling movements.

[Estimated Cost: £400,882]

2. LLANSAMLET LINK – [INM REF. SWA-MT0020]

This enhancement would provide continuation from an LTF funded scheme in Neath Port Talbot County Borough Council in 2016/17. The route would pick up from the Peniel Green Road Shared Use Path and provide a new off-road shared use path, to bypass Frederick Place and provide a new link to Llansamlet Railway Station, where there are other improvements provided using LTNF funding (2017/18) such as cycle storage and improved bus service infrastructure and information. The total length of the route will be approximately 0.7km.

[Estimated Cost: £205,000]

3. TIR CANOL LINK – [INM REF. SWA-AS0053]

This route will connect the National Cycle Network Route 43 to Morriston Hospital via a new 2.1km route. This route, which runs across Tir Canol Playing Fields for part of its length, provides new connectivity for active travel journeys both locally and strategically in the context of the Northern Swansea route.

[Estimated Cost: £245,000]

[Redacted content]

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 proposal. Please use the Future Generations Framework <https://futuregenerations.wales/wp-content/uploads/2017/12/FGCW-Framework.pdf>

The Five Ways of Working	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	<p>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.</p> <p>The construction of these routes will ensure that these strategic walking and cycling resources can serve the current and growing population in South West Wales.</p>
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	<p>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.</p> <p>Walking and cycling are often the most cost effective means of transport for those affected by transport poverty.</p>
Integration – please describe how you have considered the well-being objectives of other public bodies.	<p>The project is by nature one which 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. For example at Llansamlet railway station or the bus interchange facilities at Morrision and Morrision Hospital.</p>

	<p>The development of this strategic route will provide greatly improved connectivity between residential areas, which are currently unserved by Active Travel infrastructure and other key services, education and centres of employment along the route. To this end, representatives of the DVLA and Murrison Hospital have been involved in the development of the route that will serve their facilities.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</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>Representatives of the DVLA and Murrison Hospital have recently been consulted with regards to the route and how it could transform the provision of transport to their facilities. Both partners will be expected to make capitalise on these improvements by implementing links into their sites for staff and customers.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</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 with very sympathetic gradients, despite Swansea’s undulating topography. The north of the city has however been left without any active travel infrastructure for cycling, which means those resident in these areas are unable to access the existing strategic cycle network and for those travelling through this area to potentially incur a large detour to the south.</p> <p>The projects described below will contribute to the creation of a Northern Strategic Route for Swansea. The importance of each link is therefore greater than its individual part as these routes will ultimately combine to create a new 16.5km route for east-west movements, linking Neath Port Talbot to Carmarthenshire. This strategic route will serve major employment centres such as the DVLA Headquarters, the Swansea Enterprise Park and Morriston Hospital. Improved access to Morriston Hospital also improves access to health and wellbeing services for the local and regional population.</p>

The first phase of schemes described below would establish a continuous off-road shared use path for pedestrians and cyclists between existing provisions in Skewen and Murrison Hospital.

As with many of the major Hospitals in Wales, Murrison Hospital often suffers from severe traffic congestion and parking issues within the site. A dedicated Active Travel route for this important site will therefore provide an opportunity for modal shift to alleviate these problems. Such improvements would also benefit local air quality where mode transfer occurs.

The lack of strategic infrastructure for this part of the city means that it presently experiences some of the lowest levels of utility cycling. The Propensity to Cycle Tool demonstrates that less than 1% of the population in the areas that would benefit from these schemes currently cycle to work, whereas equivalent areas elsewhere in Swansea which benefit from good off-road provision have rates of at least 4%.

1. SWANSEA VALE LINK ROAD SHARED USE PATH – [INM REF. SWA-AS0027]

This improvement would deliver a shared use path adjacent to the Swansea Vale Spine Road between Tir Canol Bridge and Gwernllwynchwyth Road. The route length would be 2.6km. This would facilitate an off-road link to local cycle routes, NCN43 and east-west walking and cycling movements. A plan is attached for context. This route is adjacent to highway and can therefore be delivered by Permitted Development.

2. LLANSAMLET LINK – [INM REF. SWA-MT0020]

Neath Port Talbot County Borough Council were successful in securing Local Transport Funding for the Birchgrove to Neath Bus Corridor in 2016/17. Part of this scheme included the construction of a shared use path adjacent to Peniel Green Road, Skewen to fill in a missing link in active travel provision.

This scheme would seek to continue the traffic-free provision for walking and cycling, by linking from this investment to Llansamlet Railway Station. This will obviously greatly enhance integration of mode allowing journeys by foot and cycle to successful transfer to and from the local rail services.

There would also be onward opportunities to establish routes and links further into Llansamlet and Swansea Vale; some of which may be provided by the 'on-street infrastructure' elements of this bid.

The route also fulfils an important task of bypassing the congested M4 Junction 44, allowing pedestrians and cyclists to cross the M4 by means of a traffic-free route. The off-road route runs adjacent to a Site Important to Nature Conservation (SINC) and will therefore be built in consultation with the Council's Ecology Officers. These Officers have consented to the construction of the scheme, but the route will need to be fenced on one side in order to protect the SINC and the horses that will be grazing this land.

The land required for this scheme is owned by the Council. Planning Permission would be required, but is not expected to be an issue.

3. TIR CANOL LINK – [INM REF. SWA-AS0053]

This 2.1km route can be delivered utilising land which is Council owned. A section of the route will cross Tir Canol Playing Fields (~350metres). It is expected that this may require planning consent, but is not expected to present a particular barrier to delivery.

The route will utilise an at-grade rail crossing, which is of a standard less than that which is stipulated by the Active Travel Design Guidance. The length of the bridge is 27metres and it is therefore proposed that the route will be constructed, but the City & County of Swansea will engage with Network Rail to enquire regarding the replacement of the structure. Network Rail have a possession of the District Railway Line within the next 2 years, so a new bridge may be able to be installed as part of these works. The restrictions upon this route are minor when compared to the inconvenience (in terms of distance and gradient) of alternative route options.

The remainder of the route can be delivered using land adjacent to Highway and will therefore be constructed under Permitted Development rights.

	[REDACTED]
<u>FOR DELIVERY POST 2018/19</u>	
<i>The following schemes are included for consideration for indicative funding in 2019/20, but are otherwise under development during 2018/19.</i>	
[REDACTED]	
[REDACTED]	
[REDACTED]	
[REDACTED]	

	[Redacted]

	<p>[Redacted]</p>
<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>[Redacted]</p>
<p>Local Transport Plan Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>[Redacted]</p> <ul style="list-style-type: none">■ [Redacted]■ [Redacted]■ [Redacted] <p>[Redacted]</p>

Fit with Strategic 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 strategic objectives:

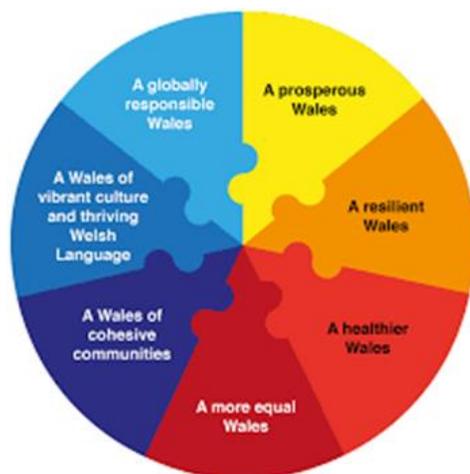
Prosperity for All	Well-being Objectives	Grant Objectives	Scheme Contribution
Prosperous & Secure	<ul style="list-style-type: none"> • Support people and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<ul style="list-style-type: none"> • Improve air quality • Reduce carbon emissions • Improve active travel access to employment 	<p>The schemes provide 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.</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>
Healthy & Active	<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 	<ul style="list-style-type: none"> • Increase levels of active travel • Improve health and well-being 	<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.</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 	<ul style="list-style-type: none"> • Improve active travel access to education. 	<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 education, services, and centres of employment.</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 	<ul style="list-style-type: none"> • Connect communities • Improve active travel access to key services, destinations and public transport 	<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>

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	
Value for Money (low / medium / high)	High
Benefit Cost Ratio (BCR)	These schemes have not been subjected to a BCR assessment as they are still within a development phase.
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	

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 Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</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 Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.</p>	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>The routes will also benefit from bilingual signage and pictograms to ensure use and accessibility for all.</p>
<p>Environmental Impacts Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise,</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 that the enhancements are likely to bring about will deliver a reduction in air and noise pollution at the source.</p>

<p>air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</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 Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: 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. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</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>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</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 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys							
Design		210					210
Land Purchase							
Accommodation Works		110					110
Construction		1098					1098
Project Management		160					160
Monitoring and Evaluation		15					15
GROSS TOTAL		1593	902	TBD			2495
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>		-	4000	-			
NET TOTAL		1593	902	TBD			2495

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 FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys				
Design		100	100	10
Land Purchase				
Accommodation Works		36	37	37
Construction		178	210	710
Project Management		53	53	54
Monitoring and Evaluation		7		8
GROSS TOTAL		374	400	819
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>		-	-	-
NET TOTAL		374	400	819

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

It is proposed that an apprentice is to be appointed and 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 City & County of Swansea has held discussions in recent weeks with STRAVA Metro to determine whether this product might be able to offer indicative baseline counts for those areas, which presently do not benefit from infrastructure or counters.