

**WELSH GOVERNMENT SAFE ROUTES IN COMMUNITIES FY2023-24  
SCHEME APPLICATION FORM**

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

<b>Local Authority</b>	Swansea Council
<b>Scheme Name</b>	West Cross SUP Link
<b>Scheme Priority Rank Number</b>	1
<b>School Streets Scheme</b>	Yes
<b>Existing or New Scheme</b>	New
<b>Date of Scheme</b>	Start 1 April 2023                      Estimated Completion 31 March 2026
<b>Funding required for 2023-24</b>	£315,000
<b>Total funding required to complete scheme from 2024-2025 onwards</b>	£1,200,500
<b>Project Manager Contact Name</b>	<div style="background-color: black; color: blue; padding: 5px; text-align: center;">Redacted Personal Information</div>
<b>Contact Telephone</b>	
<b>Contact email</b>	
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: <span style="background-color: black; color: black;">                    </span> Job Title: Director of Finance / Section 151 Officer Signature:

## **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: SS 260818 189177

The project is focused along the street of West Cross Lane in the West Cross Area and seeks to create enhanced pedestrian and cycle links between NCN4 along the sea front, off Mumbles Road, connecting to the Shared Use Path (SUP) currently under construction across Clyne Common. In total the new facility will provide approximately 1.5km of new off road infrastructure, connecting to 4 primary schools and providing a direct sustainable link for this community to its catchments Comprehensive school. The scheme also provides enhanced infrastructure to local community facilities, with two parades of shops and the local Medical centre and chemists.

With four primary schools in close proximity, the key concerns identified are the high volumes of traffic, both moving and parked, creating significant safety concerns for the safe movement of parents and children currently making the commute to and from the school. Enhanced crossing facilities are also proposed as part of the bid to improve links between the west and east of the catchment area, with targeted traffic calming to improve road safety in the vicinity of key community facilities.

One school, 'Whitestone' lies along Rushwind Close at the north westerly end of West Cross Lane. The other 3 all are close to each other along the road Westcross Avenue, one 'Llwynderw' sits at the junction of West Cross Lane with Westcross Avenue. All schools lie on separate sections of the streets but all within a residential area of the ward with a high level of on street parking and in some places inadequate footway provision. The Junctions of Southlands Drive with West Cross Lane and Westcross Avenue with West Cross Lane become extremely busy at certain times of the day.

The measures developed below are designed to address these issues, opening the wider area to more sustainable forms of transport. Although focused in ensuring that parents and pupils can access their respective schools easily by sustainable modes,

the scheme also seeks to build on the network pedestrian and cycle infrastructure serving the wider community, creating valuable links between the West Cross community and the city centre, Mumbles and the Gower.

**Location 1 – Washinghouse Brook to NCN 4 - OS GB grid reference: SS 261380 189331**

Currently there are steps along the footpath which would need to be set back to achieve a 3.0m SUP. Doing this will also allow the SUP to be widened and create a more flowing link for it to connect back up with existing footpath at a point below the headwall for Washinghouse brook and above Alderwood Road Car Park. The link through to Current Public Footpath MU34 where there is a good link through to NCN 4, although the existing pedestrian-controlled crossing will need to be enhanced to accommodate cyclists. There is a pinch point here where the road is narrow, and footpath is 1.8m max with no room for widening unless purchasing an area of frontage of the residential property of 35 West Cross Lane or shortening a central Island and crash barrier to accommodate the extra width required.

The opportunity also exists at this location to link directly with the parade of convenience stores and play area on Alderwood Road. It is proposed to introduce cycle stands in this locale.

The estimated cost of this element of the proposals is £125,000, and it is anticipated to be constructed in phase 2.



Concrete steps relocate further back to support SUP



New SUP Link to Mumbles Road & MU34

**Location 2 -Dolgoy Close to West of White House - OS GB grid reference: SS 261333 189308**

To achieve a width of 3.0m the kerbline will need to be realigned from its junction with Dolgoy Close to the west side of White Lodge. Currently the width is 2.6m in parts, but the roads narrows as it approaches location 3. Dolgoy Close to have a plateau installed to prioritise cyclist and pedestrians.

The estimated cost of this element of the proposals is £38,000, and it is anticipated to be constructed in phase 2.



**Widening Footway and introducing Plateau**

**Location 3 – Bottom end of Llwynderw School fields - OS GB grid reference: SS 261251 189270**

This is a pinch point along the scheme with the footpath being 1.5m wide. There is currently a masonry wall and gateway pillars along with railings which will need to be set back to achieve a SUP of 3.0m. In doing this it would also open up the access linking location 2 with location 4. All land is owned by the local authority, but consideration will need to be given to local residents in re-aligning their entrance way.

The estimated cost of this element of the proposals is £25,000. and it is anticipated to be constructed in phase 2.



**Setting back Wall, Pillars and Railings to support SUP**

**Location 4 – Along Llwynderw School fields - OS GB grid reference: SS 261189 189231**

This is a segregated footpath that runs behind the highway boundary and fenced boundary of Llwynderw school. It is aligned with mature trees and currently has a dilapidated footpath of about 2.3m wide. It has room to widen to 3m in most areas without effecting the trees. Some pruning would be required along with repointing of highway boundary masonry wall. This section might benefit from enhanced low-level lighting

The estimated cost of this element of the proposals is £24,000. and it is anticipated to be constructed in phase 2 in conjunction with location 3.



Up grading Existing footway to support SUP

**Location 5 & 6 – Front of Llwynderw School - OS GB grid reference: SS 261105 189192**

Three of the Primary schools are located midway along West Cross Lane at its junction with Westcross Avenue. This section of road carries not only local residential traffic, but also high volumes of traffic travelling to the various schools in the area. A 'one way' circulatory drop off system is in operation at the front of the school. In a school survey, pupils and parents identified the two key impediments to active travel as being the high volumes of traffic and narrow footway provision to the south of the front of the school. To address this, it is proposed to introduce the widening of the footway into a 3.0m shared use path (SUP) by narrowing the road to 6m and adding 2 plateaux across the 'one way' traffic system in the front of the school. This solution will significantly help cyclist and pedestrians, slowing traffic movement into the drop off area and create the opportunity to cycle and walk and also maintain the short term parking at front of school. With very high pedestrian movements in this area, it is also proposed to introduce a controlled crossing linking the east and west catchment areas.

The estimated cost of this element of the proposals is £78,000. and it is anticipated to be constructed in phase 1.



Widening of Footways to accommodate SUP with Plateaux to prioritise vulnerable road users.

**Location 7 – Westcross Avenue Junction - OS GB grid reference: SS 261038 189170**

The junction of Westcross Avenue onto West Cross Lane is to be re-modelled to support a SUP. The junction is already at grade but will be required to provide guidance for vulnerable road users including the relocation of existing bollards.

The estimated cost of this element of the proposals is £31,000. and it is anticipated to be constructed in phase 1.



Re-align junction to support SUP and vulnerable road users



**Location 8 – Bellevue Road to Druslyn Road - OS GB grid reference: SS 260793 189175**

The kerblines between Bellevue Road and Druslyn Road will need to be re-aligned to support a SUP. This will have the additional benefit of reducing the carriageway width supporting lower vehicle speeds. Plateaux are proposed at Bellevue Road and Druslyn Road to prioritise pedestrians and cyclists.

The estimated cost of this element of the proposals is £85,000. and it is anticipated to be constructed in phase 2.



Footway widening to support SUP

**Location 9 – Druslyn Road to Glen Road - OS GB grid reference: SS 260589 189212**

The kerbline between Druslyn Road and Glen Road will need to be re-aligned to support a SUP. This will have the additional benefit of reducing the carriageway width supporting lower vehicle speeds. A plateau is proposed at Glen Road to prioritise pedestrians and cyclists.

The estimated cost of this element of the proposals is £36,000, and it is anticipated to be constructed in phase 2



Footway widening and plateau to support SUP

**Location 10 – Shopping Precinct Crossing and SUP - OS GB grid reference: SS 260454 189196**

Creating a Plateau crossing point at either end of the shopping precinct. Residents have highlighted issues to their local members about vehicles travelling at speed along this part of West Cross Lane in front of the shops and then having to negotiate across the road with parking bays both sides of the road and vehicle exiting from Southlands Drive and Eastlands Close. The SUP can be supported by re-allocating some of the grassed verge.

The Council are proposing to carry out environmental enhancements within this area. The SUP will be integrated into this design to provide better linkages for pedestrians and cyclist to access these local facilities.

The estimated cost of this element of the proposals is £55,000, and it is anticipated to be constructed in phase 1



Introduction of plateaux and SUP

**Location 11 – Outside Shopping Precinct - OS GB grid reference: SS 260430 189204**

Street Furniture is to be used to stop any potential anti-social behaviour occurring by anyone attempting to use the plateau to drive a car onto the footway outside the Shopping Precinct. This will be achieved by using planters, bins, bollards, and cycle stands at strategic locations. In addition the Council will be seeking to enhance the surrounding area enhancing the local environment. They will provide overall financial support of £32,000 towards the overall scheme delivery.

The estimated cost of this element of the proposals is £68,000, and it is anticipated to be constructed in phase 1



Enhance local facilities.

**Location 12 - Southlands Drive Junction - OS GB grid reference: SS 260392 189182**

Creating a Plateau Crossing point across the junction causes vehicle to slow when exiting or entering the junction. This is a busy junction and residents have highlighted issues which may have an impact on safety at this locale. The central island will be upgraded and maintained to assist with the management of traffic and protect vulnerable road users.

The estimated cost of this element of the proposals is £18,000, and it is anticipated to be constructed in phase 1



Junction upgrade with plateau to support SUP

**Location 13 – West of Southlands Drive Junction - OS GB grid reference: SS 260334 189181**

The 3.0m wide SUP will be created by utilising some of the grassed verge. Currently the footpath is about 4.3m and an existing Bus Shelter will be taken down and relocated.

The estimated cost of this element of the proposals is £23,000, and it is anticipated to be constructed in phase 1



Partial removal of grassed verge to support SUP

**Location 14 – Back Access of Whitestone Primary School - OS GB grid reference: SS 260228 189168**

The 3.0m wide SUP can be created by utilising some of the overgrown area or verge. Currently the back entrance into Whitestone Primary School at end of West Cross Lane and access link to Clyne Common is overgrown and dark, which can be raised and upgraded. The area is overgrown and requires to be cut back.

The estimated cost of this element of the proposals is £18,000, and it is anticipated to be constructed in phase 1



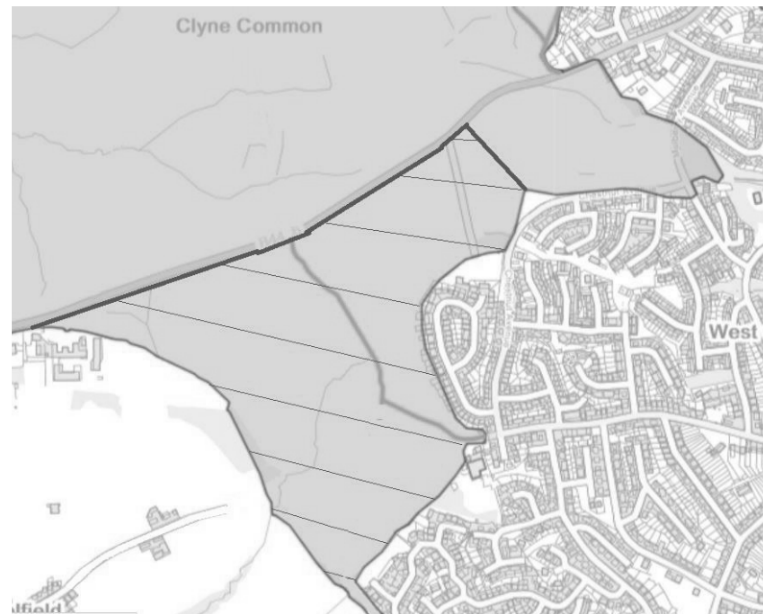
Continuation of SUP into Whitestone Primary

**Location 15 – Clyne Common at end of West Cross Lane - OS GB grid reference: SS 260018 189177**

In phase 1 it is proposed to undertake an ecology & topographic survey over Clyne Common and its surrounding boundaries. The estimated cost of this element of the proposals is £15,000.

This will be used to support future design work and land negotiations in phase 2. These costs, including land acquisition are estimated at £91,000.

This will lead to the introduction of a SUP linking to the SUP currently under construction running along the B4436, Clyne Common Link opening a sustainable transport corridor between the West Cross catchment and Bishopston Comprehensive school. It is estimated that current construction costs of this link is £688,000 anticipated in phase 3.





Proposed future SUP link across Clyne Common

**Location 16 – Whitestone Primary Entrance on Rushwind Close - OS GB grid reference: SS 260302 188978**

The area of Rushwind Close which houses Whitestone Primary, is a cul-de-sac with inadequate turning facilities. Despite the road having a residents parking scheme, many parents seek to drop off children directly outside the school gate and in doing so create friction with residents as well as hazards for other children seeking to walk to school. To address this, it is proposed to introduce a “School Street” initiative scheme; to be enforced with a static camera system. This will effectively prohibit non-resident vehicles from entering this section of the road during specific time periods, freeing the available footway space for pupils and parents walking, scootering, or cycling from further afield. It would be beneficial to introduce the “School Street” initiative to the nearby street of Buttercup Court also, which would feel the backlash of the introduction of it on Rushwind Close. This will be subject to a separate bid to develop school streets initiatives in Swansea.



### Proposed School Streets Initiative

#### **Location 17 – Chestnut Avenue - OS GB grid reference: SS 260283 189201**

A Cycle route can be achieved within the carriageway by installing a series of Satellite Islands, creating pinch points along the road so vehicles have to slow down to negotiate their way through them, while a space along both kerbsides allow cyclist to pass through unimpeded.

The estimated cost of this element of the proposals is £24,000, and it is anticipated to be constructed in phase 1



**Tactile Crossings**

Engagement with local disability user groups via Swansea Disability Forum identified that a lot of crossing points along this route have tactile crossings already in place but there were a few which could be up graded which would assist in opening the area to all user groups. Designs for these are included in the proposals submitted with the cost calculated at £36,000.

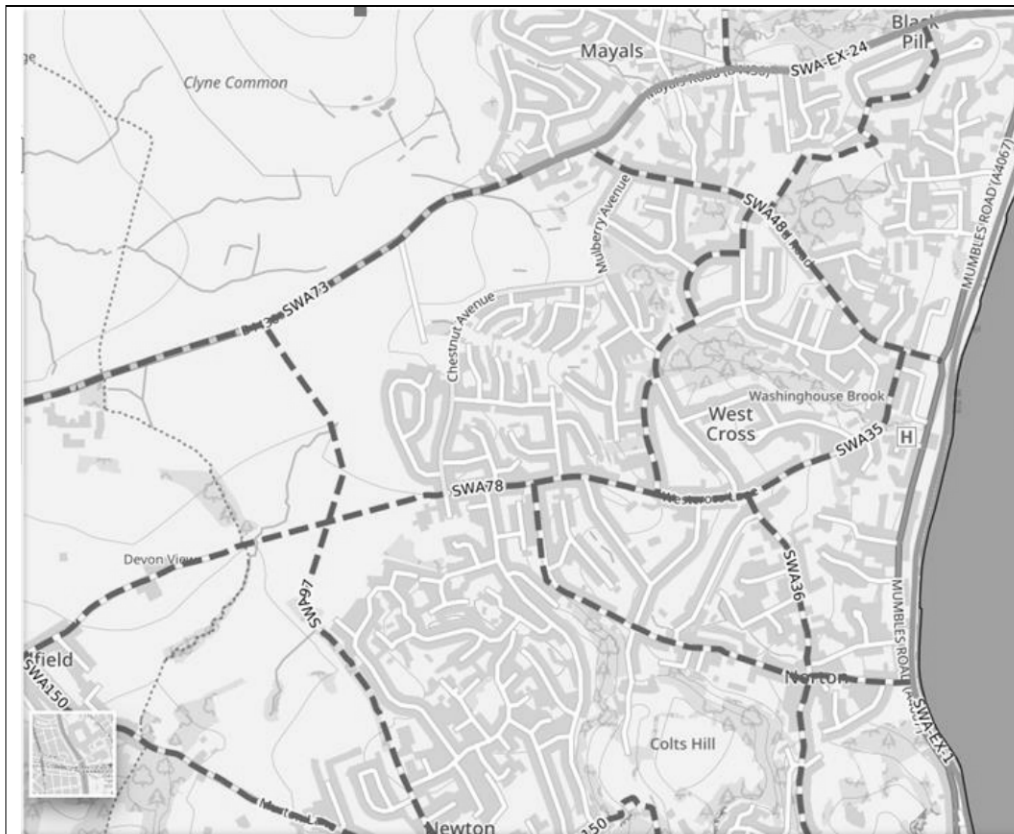
**Landscaping & Tree Maintenance**

There is a general tidy up of verges and overgrowth, along with cutting back over hanging branches and dead trees. The estimated cost of this element of the proposals is £5,000.

Name of school/s on which the scheme is focused	Number of pupils
Whitestone Primary	148
YGG Llwynderw – Welsh Primary	355
Grange Primary	132
St David’s Catholic Primary	129
Bishopston Comprehensive School	1109
<b>Do the above schools have an Active Travel Plan?</b>	No

If the schools don't have an Active Travel Plan, will they be supported to create one? Please provide details.	
<p>As the scheme develops officers from the Road Safety Team will work with the schools to explain the advantages of having an Active Travel Plan and assist in developing theirs. This will be heavily influenced and supported by the design implemented and the wider Active Travel developments being developed in Swansea.</p>	

<b>Is the scheme in a designated locality under the Active Travel Act?</b>	Yes
<p><b>Is the scheme included in your Active Travel Network Map?</b> If yes, please show the route reference, taken from Data Map Wales and describe how the scheme fits into your existing or planned active travel network.</p>	Yes
<p><b>Route reference:</b> SWA35, SWA78, and SWA97.</p> <p>The project will link up the current SWA-EX1 that runs along the shore front of Swansea Bay nationally known as NCN4 with the current Scheme under construction SWA73 which runs along B4436, Clyne Common. This new facility will provide approximately 1.5km of new off road infrastructure, connecting to 4 primary schools and providing a direct sustainable link for this community to its catchments with Bishopston Comprehensive school. The scheme also provides enhanced infrastructure to local community facilities, with two parades of shops and the local medical centre and chemists.</p>	



**Does the scheme link to an Active Travel Fund application?**

If yes, please provide the scheme name, relevant Active Travel Network Map (ATNM) route ID number and briefly detail how the two schemes will connect.

Yes

West Cross is within a designated locality under the Active Travel Act, and is on the Active Travel Network Map (ATNM) under route reference SWA35 (eastern section) and SWA78 (western section), link to map here - <https://datamap.gov.wales/maps/active-travel-network-maps/view#/>

## **SCHEME BUSINESS CASE**

### **1. STRATEGIC FIT**

Does the project meet the Wales Transport Strategy priorities?

<b>The Case for Change</b>	
<p><b>Current and Future Barriers and Opportunities</b> What are the local and wider issues, both transport and non-transport that this scheme will address in the short and long term? What will happen if no action is taken?</p>	<p>The works developed are specifically aimed at changing attitudes to travel and promoting sustainable travel modes along West Cross Lane, Swansea.</p> <p>Of the four primary schools in the ward three are in close proximity to each other, with the schools being located on the same road. (Westcross Avenue) Inevitably, this closeness magnifies local issues experienced during the peak periods of the normal school commute. Although some pupils walk to school, either with their parents or alone, a significant number are transported by car. With the schools being sited in high density residential areas, this creates both parking conflict with local residents and also leads to inconsiderate parking practices, further limiting already restricted footway widths. Poor parking also leads to congestion with tailbacks of vehicles being created on the roads around the school as traffic flows conflict on the narrow residential streets.</p> <p>Reports from parents and teachers in the area are that the high volumes of traffic and limited crossing facilities are leading to a vicious circle where parents are “driving to the gate” to</p>

minimise conflict for their child thereby increasing conflict points for other children.

The introduction of the measures proposed will break this cycle, offering high quality pedestrian/cycle infrastructure direct to the school with targeted traffic calming designed to moderate vehicle speeds and prioritise pedestrian and cycle movements.

In future years, the developed measures will also create a much needed sustainable active travel link to Bishopston Comprehensive school. Currently secondary school pupils are transported by car and bus to the school. The creation of this link would create a direct high quality off road facility which is two miles from the centre of the community to the Comprehensive. The route identified is currently unsurfaced bridleway across common land. Initial approaches are encouraging. However, detailed design and survey work will be required to confirm the feasibility studies undertaken to date before entering into the procurement process for the land itself.

The Council have also received a number of concerns in relation to some of the routes linking the schools in the communities. In particular, concern has been raised over the speed of traffic on West Cross Lane, coming out of Southlands Drive and Westcross Avenue. There is a concern that the speed limit is not being adhered to by several drivers. The road has relatively narrow footways at some points and is a main conduit for pupils walking to and from school.

	<p>Continued development growth in both the ward and the surrounding area will place additional pressure on the highway infrastructure around the schools in the town. The measures presented have been designed to ensure that the potential is created which will support more sustainable travel to school despite these pressures.</p>
<p><b>Baseline Data</b> Provide baseline data of current travel mode to school.</p>	<p>Peoples surveys are ongoing but will be completed prior to commencement of the scheme, to allow for ongoing monitoring purposes.</p>
<p><b>Scheme objectives</b> What are the objectives of the scheme? (there should be up to 5 or 6 and should be Specific, Measurable, Achievable, Realistic and Time-limited)</p> <p>The scheme objectives must link to the below grant objectives:</p> <ul style="list-style-type: none"> <li>• Increase levels of active travel among children travelling to school and in the wider community</li> <li>• Improve the liveability of communities</li> <li>• Improve the environment for walking, cycling, and scooting around schools</li> </ul>	<ul style="list-style-type: none"> <li>• Create improved road crossing facilities at key desire lines at both the primary school sites as well as the Shopping Precinct.</li> <li>• Reduce traffic volumes and speeds around the school and residential areas.</li> <li>• Develop infrastructure which meets the standards set out in Active Travel Guidance. This will help in linking these proposals to the future Active Travel Community linkages being developed through the Active Travel Programme.</li> <li>• Introduce appropriate dropped crossing facilities where they are missing to support access for all.</li> </ul>



	<p>Introduce cycle stands at key facilities along the route to support the growth in cycling</p>
<p><b>Scheme outputs</b> List the specific outputs that the scheme will deliver?</p>	<p>The proposals developed around the four primary schools are specifically aimed at creating an environment which supports active modes of travel by promoting these over the use of the private car.</p> <p>The developed scheme removes road space for cars, creates additional facility for pedestrians and cyclists and has been designed to complement the ambition of the Active Travel bid for West Swansea.</p> <p>Furthermore, the scheme has been developed to address areas of local concerns over speed of traffic and poor cycling/walking routes which were identified as being local barriers to safe travel.</p> <p>In addition, a review of the surrounding streets has been made and proposals developed to introduce missing dropped crossing facilities to ensure that community facilities can be accessed by all.</p>
<p><b>Fit with Policies and Plans</b> Please indicate where this scheme fits with local policies and plans such as the Local Well-being Assessment, Local Transport Plan and any other related policies and plans.</p>	<p>At a national level the scheme will contribute to the Welsh Governments priorities for the Wales Transport Strategy 2021 and also their Well Being goals. It will support the aim of the Active Travel (Wales) Act 2013 to realise an increase in journeys being undertaken by foot or cycle and the vision set</p>

out in the Active Travel Act Guidance, July 2021 for walking and cycling to be the natural mode of choice for short everyday journeys, or a longer journey in combination with other sustainable modes. Design and development of the route will be informed by the design standards identified in the latter.

### **Active Travel Network Map**

The proposals included in the bid are supportive of the network and are included in the ATNM as future routes.

### **Llwybr Newydd (A new Path) The Wales Transport Strategy 2021**

These projects support priorities 2 and 3 of The Wales Transport Strategy 2021 and also contributes towards the Well Being Ambitions:

Vision - An accessible, sustainable and efficient transport system.

Priority 2 Allow people and goods to move easily from door to door by accessible, sustainable transport.

Make it easier to switch between different types of transport including public transport, active travel, taxis and options such as community transport so people can be more confident about leaving the car behind.

Adapt our infrastructure to support modal shift.

Where we need new transport infrastructure, we will use the Sustainable Transport Hierarchy to give priority to interventions that support walking and cycling, public transport, and ultra-low emissions vehicles over other private motor vehicles.

Priority 3 Encourage people to make the change to more sustainable transport.

**Active Travel Act**

The schemes included within this proposal will contribute towards the aims of the ***Active Travel (Wales) Act 2013*** to realise an increase in journeys being undertaken by foot or cycle.

***The Active Travel Act Guidance July 2021***

Welsh Governments vision is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes. Their 15-year ambitions are for a comprehensive network of safe, direct, cohesive, comfortable, and attractive walking and cycling routes within and connecting to key settlements across Wales.

Our five-year priorities, over the next five years we will work with partners to:

continuously develop a network of local routes for walking and cycling to connect people with the places they travel to for everyday journeys.

support safer, better cycle paths and more space for walking and cycling through closing roads for vehicle traffic, more facilities for pedestrians, and support for cycle training and safety schemes for all road users.

manage and evaluate the active travel fund which supports local authorities to develop and deliver active travel schemes, including best practice sharing and regional collaboration.

**Swansea Public Service Board – Local Well Being Plan January 2019**

The proposals detailed in the bid contribute towards the following well-being targets contained within the Swansea Public Service Board, Local Well Being Plan January 2019.

- Live Well, Age Well - To make Swansea a great place to live and age well – Our carbon footprint is reduced.
- Working with Nature - To improve health, supporting biodiversity and reduce our carbon footprint.

The schemes are targeted to areas where existing provision is poor and where providing active travel alternatives are able to help reduce the number of journeys made by non-sustainable means, helping to improve the health of residents through greater activity levels and through improved environment and air quality.

**Delivering a Successful & Sustainable Swansea - The City and County of Swansea's Corporate Plan 2020/22**

The proposals outlined are also relevant to the following of the prioritised well-being objectives within the City and County of Swansea's Corporate Plan 2020/22. These are:

- Transforming our Economy & Infrastructure – so that Swansea has a thriving mixed use City Centre and a local economy that will support the prosperity of our citizens.

The private vehicle is likely to remain as the dominant form of transport into the future but sustainable and affordable transport and a strategy for an integrated system for transport to serve our rural and urban areas is essential to access employment and training and protect the environment.

- Tackling Poverty – so that every person in Swansea can achieve his or her potential.

We want to ensure removal of barriers to employment such as transport and childcare.

- Maintaining and enhancing Swansea's Natural Resources and Biodiversity – so that we maintain and enhance biodiversity, reduce our carbon footprint, improve our knowledge and understanding of our natural environment and benefit health and well-being.

Tackling climate change, which is one of the greatest challenges facing us all and we need to work with nature to reduce

	<p>our carbon footprint and to mitigate for and adapt to the likely risks and impacts.</p> <p>The proposals target a reduction in vehicular dominance by providing direct, high quality, safe alternatives to vehicular travel.</p> <p><u>Swansea Bay City Region Economic Regeneration Strategy 2013-2030</u></p> <p>The schemes included within this proposal are relevant to the following objective within the Swansea Bay City Region Economic Regeneration Strategy 2013-2030:</p> <ul style="list-style-type: none"> <li>• Ensure quality public transport links between areas of opportunity and need.</li> </ul>
<p><b>Community Engagement and Consultation</b> Please summarise how you have engaged local communities and consulted on your proposals. How have you involved those with protected characteristics? How has this process informed the scheme design?</p>	<p>In developing the proposals officers worked widely throughout the community. Meetings were held on site to examine issues of concern with elected representatives, the police and school-teachers. This builds on work undertaken throughout the year, with Road Safety officers working with Education Professionals and Health and Safety officers to identify safety issues around the schools involved focusing on their interactions with the public highway linking physical measures to educational objectives.</p> <p>This information was subsequently passed to design teams who developed these outline proposals.</p>

	<p>Local Ward Members and the Community Council, participating in this engagement, have agreed to provide financial support towards the delivery of the scheme in the first phase of the works.</p>
<p><b>Active Travel (Wales) Act 2013</b> Please set out how you have had regard, during the construction and in scheme design, for walkers and cyclists and what steps you have taken to enhance the provision for walkers and cyclists.</p>	<p>The bid has been set out with the key ambition of supporting walking and cycling by creating enhanced provision for these users. Within the existing confines of the highway, this will necessitate giving over current road space to create sufficient room to develop appropriate facilities which will cater for these vulnerable user groups. Enhanced crossing facilities are also included to ensure that these groups receive suitable protections at the key nodes on the highway network</p>
<p><b>Options</b> What other options have you considered and why were they rejected? How does your preferred option meet your targets?</p>	<p>The measures developed were specifically targeted to address the issues which were highlighted through the community engagement exercises undertaken.</p> <p>Consideration was given to extending the “school streets” element of the proposals around the primary schools and implemented at one.</p>

## 2. WELL-BEING

Does the project maximise well-being benefits including targets on modal shift?

### Impact Assessment

Transport schemes must seek to maximise their contribution to the WTS ambitions, which are linked to the well-being goals. Please provide a summary of the expected impacts of the scheme. This should be informed by the statutory and non-statutory impact assessments including who is affected, how, and key qualitative/ quantitative supporting evidence. The impacts shown below should always be considered, but the list is not exhaustive and other impacts may be relevant. Impacts may be positive, negative or neutral, and should consider all users including those with protected characteristics.

WTS Ambition	Impacts	How does the scheme reduce negative impacts and maximise positive impacts?
<p><b>Good for People &amp; Communities</b></p> <p>Good for people and communities A transport system that contributes to a more equal Wales, a healthier Wales and that everyone has the confidence to use</p>	<p><b>Equality</b></p> <ul style="list-style-type: none"> <li>Equality, diversity and human rights impact assessment</li> <li>Affordability: is there any change to the cost of travel paid by users</li> </ul> <p><b>Health</b></p> <ul style="list-style-type: none"> <li>Health impact assessment</li> <li>Physical activity: the amount of walking, cycling and other physical exercise undertaken by people</li> </ul> <p><b>Confidence and Safety</b></p> <ul style="list-style-type: none"> <li>Accidents: the number and severity of injuries</li> <li>Security: how safe do people feel?</li> <li>Journey quality: for example, the comfort of the vehicle and access to information</li> </ul>	<p>The provision of safe well designed infrastructure is key in opening the community to the wide range of users across all sectors of society. The schemes objective of removing and reducing traffic from the key congestion points outside the schools will create an environment which is more conducive to sustainable modes of travel. Looking forward, these measures are designed to fit in with the wider Active Travel routes being developed for the down to create a full network of routes permeating all areas of the town and providing good links to the main settlements beyond as well as the city centre.</p> <p>Targeting the local primaries and focusing measures in this area which will reduce access to private car movements reinforces the positive messages presented through the educational processes. This helps in developing appropriate lifestyle choices at an early age and create the skill sets which will allow the local children to</p>



		<p>take full advantage of the wider range of measures developed in future years.</p>
<p><b>Good for the Environment</b></p> <p>Good for the environment: A transport system that delivers a significant reduction in Greenhouse gas emissions, maintains biodiversity and ecosystem resilience and reduces waste</p>	<p><b>Greenhouse Gas</b></p> <ul style="list-style-type: none"> <li>Greenhouse gases: is there a change in the amount of greenhouse gases emitted</li> </ul> <p><b>Biodiversity and Ecosystem Resilience</b></p> <ul style="list-style-type: none"> <li>Biodiversity: is there an impact on wildlife and the number of species</li> <li>Water Environment: is there an impact on water courses</li> <li>Air pollutants: is there a reduction in air pollutants from transport?</li> <li>Noise pollution: is there a reduction in noise?</li> </ul> <p><b>Waste</b></p> <ul style="list-style-type: none"> <li>Reduction of waste</li> <li>Percentage of waste produced by the transport sector that is reused or recycled</li> </ul>	<p>High quality infrastructure will encourage the local community, and the children targeted by these proposals in particular, to travel sustainably, both within the community and to the opportunities further afield. Overall, this will assist in reducing the carbon footprint generated through travel. The scheme is specifically focused on the local schools in the area, as these generate significant volumes of traffic leading to local congestion points. However, the measures have been designed to integrate with the wider Active Travel works being developed in the area and will form a key element of this going forward.</p> <p>Getting more children to walk and cycle to school will be key in improving environmental conditions associated with congestion outside schools in the morning and afternoon peak periods. This will improve local air quality and reduce noise emissions locally.</p>

		<p>The design will also seek to integrate transportation functionality and ecological sustainability. An environmental approach will be used throughout the planning, design, and the construction phases with the aim of improving access, the ecosystem, promoting public health and linking the surrounding communities</p>
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<p><b>Good for the Economy &amp; Places</b></p> <p>Good for the economy and places: a transport system that contributes to our wider economic ambitions, helps local communities, supports a more sustainable transport supply chain, uses the latest innovations and addresses transport affordability</p>	<p><b>Cohesive Communities</b></p> <ul style="list-style-type: none"> <li>• Access to services: impact on journeys to key services such as health facilities, schools</li> <li>• Access to employment: how many jobs can people reach and what is the journey time</li> <li>• Severance: do any groups of people become separated from others or facilities</li> <li>• Rural impact assessment</li> </ul> <p><b>Innovation</b></p> <ul style="list-style-type: none"> <li>• Use of and support for innovation</li> </ul> <p><b>Distribution of Goods</b></p> <ul style="list-style-type: none"> <li>• Sustainable movement of goods</li> </ul> <p><b>Affordability</b></p> <ul style="list-style-type: none"> <li>• Transport costs: monetary costs paid by those travelling e.g. vehicle operating costs, tolls, and public transport fares.</li> <li>• Accidents: the cost of accidents.</li> <li>• Capital costs: to the public sector, to the private sector from the scheme itself and from the impacts</li> <li>• Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts</li> <li>• Local economy: how does the scheme affect the sectors in the local economy?</li> </ul>	<p>The proposals are specifically aimed at ensuring that young children can safely access their local schools in a sustainable fashion. This not only provides the obvious health benefits, but also tackles inequality prevalent in our society.</p> <p>Beyond the works around schools, the management of traffic flows around the area will lead to an enhancement of walking and cycling journeys. This provides an excellent means of affordable transport to a wide range of services and employment opportunities.</p> <p>In developing the proposals, a number of tangible economic benefits will be achieved. Notably the measures will improve access to local services and employment opportunities. Improved access to high quality cycle routes presents the opportunity to link to destinations much further afield, using wholly off-road, traffic-free active travel routes.</p> <p>It is also worth noting that 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> <p>?</p>
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<p><b>Good for Culture &amp; the Welsh Language</b></p> <p>A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances our historic environment</p>	<p><b>The Welsh language</b></p> <ul style="list-style-type: none"> <li>• Welsh Language impact assessment</li> </ul> <p><b>Arts, Sports and Culture</b></p> <ul style="list-style-type: none"> <li>• Access to arts, sports and culture</li> </ul> <p><b>Historic Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape: is there a visual or other impact on the landscape</li> <li>• Townscape: is there a visual or other impact on the townscape</li> <li>• Historic Environment: are there any changes in areas of historical interest?</li> </ul>	<p>The development of the scheme will be made available to the public on a bilingual basis. Furthermore, all signage introduced will also be bilingual helping to promote use of the Welsh language and use of place names.</p>
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### 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.

The measures developed have been based on an extensive consultation exercise with the key stakeholders in the area to ensure that they address the key factors restricting active modes of travel. To help in minimising costs the identified proposals have been developed on land owned by the Council, which both negates the need for purchase and condenses the construction programme.

Construction costs will be minimised by ensuring that works awarded are in accordance with Welsh Government's procurement strategy. In estimating to date costs for the civils element of the works have been based on the Councils Partnership agreement rates. These have been subject to competitive tender.

### 3. MANAGEMENT

Will any risks be properly mitigated?

Can the scheme be delivered? What are the risks?

A project plan that identifies timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme.

#### **What will the management of the scheme delivery be?**

The Swansea Council Traffic Management Team will undertake the design functions required for the project in-house. The team has extensive experience of delivering a wide portfolio of similar type projects involving significant elements of public consultation influencing traffic and pedestrian controls in the area.

The main construction of active travel construction projects in Swansea are delivered by local contractors from the South West Wales Civil Engineering Construction Framework and the Swansea Highways Partnership

#### **What are the key activities and milestones identified?**

Provide a summary of the key dates below and attach a copy of your project plan if appropriate. Include actual/anticipated dates for completion of milestones. This should include, as a minimum, design, timing of approvals, procurement, construction period and anticipated completion where applicable

A programme has been appended to the bid document detailing the delivery of the project with the key milestones shown.

However, in essence it is proposed to further develop the design in the first quarter and gather comparative information for future monitoring activities. This will lead to the preparation of the Traffic Regulation Orders and detailed public consultations in the second quarter. The confirmed design and Safety Audit will be concluded during this period leading to the issue of works and the construction phases in the 3<sup>rd</sup> and fourth quarters of the year.

<b>Have the key risks been identified?</b> If yes, please provide a summary of the key risks and attach relevant evidence e.g. a risk register	Yes
<p><b>Land Ownership</b> All works in phase 1 have been confirmed to remain within the existing highway boundary.</p> <p><b>Utilities</b> Design has been developed to mitigate impact on existing utilities.</p> <p><b>Contracting Resource</b> Works will be procured using either in house resource, who have extensive experience in the delivery of this type of scheme or the regional Construction framework, which enables prompt / best value delivery.</p> <p><b>Design Resource</b> All design work will be undertaken by the highly experienced Traffic Management Team.</p> <p><b>Planning Consent</b> There are no planning requirements associated with the delivery of improvement works on the existing highway network.</p> <p><b>Road Safety Audit</b> A Stage 1 Safety Audit will be undertaken on the outline design proposals on award of the grant. Stage 2 will follow on completion of the detailed design.</p> <p><b>Public Engagement and Traffic Regulation Orders</b> The proposed measures have been identified following consultation locally building on the initial work on the development of the Integrated Network Map and subsequently the ATNM process. Community engagement has been developed by local ward members and consultation has also been undertaken with the primary schools through the Road Safety Team. This work helped in identifying the suite of measures developed and will mitigate any risk in the formal processes associated with the legal advertisement of the required TRO's.</p>	

<p><b>Have all the necessary permissions been identified?</b> (e.g. TROs, flood-risk permits) If Yes, what permissions are required?</p>	<p>Yes</p>
<p>Traffic Regulation Orders will be required for the introduction and improvement of controlled crossing points. Further Traffic Regulation Orders may be required to assist in the management of traffic flows and parking to maximise the benefit of the scheme. These will be advertised in accordance with Statutory processes following full public consultation.</p>	
<p><b>Have all the necessary permissions been secured?</b> If yes, please provide a summary below and attach relevant evidence to provide confirmation (eg. email or other correspondence). If no, what permissions have been secured, which remain outstanding and what is their current status?</p>	<p>No</p>
<p>All TRO's will be developed as a single package, This will be advertised to meet legal requirements with public consultation events held simultaneously to both publicise the scheme benefits and assist in the process of delivery.</p>	
<p><b>Have all land ownership requirements been identified or resolved?</b> Please provide a summary below including details of known land ownership issues and evidence of any that have been resolved.</p>	<p>No</p>
<p>Land ownership requirements have been identified for phase 3 as design develops this will confirm total areas needed</p>	
<p><b>Have you undertaken your Regulatory Impact Assessments including EQIA?</b> If Yes, please provide evidence and information of whether it resulted in any changes to the proposals. If No, please provide details of when one is to be carried out.</p>	<p>No</p>
<p>A full IIA will be undertaken on the developed design in the first quarter on award of funding.</p>	
<p><b>Have any other survey requirements been identified or undertaken?</b> Eg. utilities, SUDS engagement, ecological, archaeological Please provide a summary below</p>	<p>Yes</p>
<p>Localised topographic surveys will be required to assist in the detailed design on changes proposed to the highway infrastructure. An ecological study will be commissioned to support the development of the bridleway across the common land to completed the link. This is programmed to be undertaken during phase 1 of the works.</p>	

#### 4. AFFORDABILITY

Is the project affordable in the short and long term?

##### Financial expenditure profile

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

	Pre 2023/24	2023/24 projected	2024/25	2025/26	2026/27	Later	Total
Surveys		23.5	0	0			23.5
Design		28.5	68.6	14			111.1
Land Purchase		0	35	1			36.0
Accommodation Works		0	0	30			30.0
Construction		306.1	286.4	688			1,280.5
Project Management		21.4	20.0	41.3			82.7
Monitoring and Evaluation			2.4	3.6	3.6	3.6	13.2
Promotion		1.5	1.5	1.5			4.5
<b>GROSS TOTAL</b>							
Swansea Council (11%)		42.0					42.0
Mumbles Community Council (6.2%)		24.0					24.0
<b>NET TOTAL</b>		<b>315.0</b>	<b>413.9</b>	<b>779.4</b>	<b>3.6</b>	<b>3.6</b>	<b>1,515.5</b>



## Breakdown of Costs

For schemes which are for a package of measures, please provide a cost for each different element.

<b>Scheme Elements</b>	<b>Pre 2023/24</b>	<b>2023/24 projected</b>	<b>Total</b>
<b>Location 5 and 6</b>		£78,000	£78,000
<b>Location 7</b>		£31,000	£31,000
<b>Location 10</b>		£55,000	£55,000
<b>Location 11</b>		£68,000	£68,000
<b>Location 12</b>		£18,000	£18,000
<b>Location 13</b>		£23,000	£23,000
<b>Location 14</b>		£18,000	£18,000
<b>Location 17</b>		£24,000	£24,000
<b>Tactile Crossings</b>		£36,000	£36,000
<b>Landscaping</b>		£5,000	£5,000
<b>Total survey costs for all phases inc ecological survey</b>		£23,500	£23,500
<b>TOTAL</b>		<b>£379,500</b>	<b>£379,500</b>

### 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 FY2023-24 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	8.5	3.5	3.5	8.0
Design	10.0	11.5	4.0	3.0
Land Purchase	0	0	0	0
Accommodation Works	0	0	0	0
Construction	0	0	95.0	211.1
Project Management	0	0	7.0	14.4
Monitoring and Evaluation	0	0	0	0
Promotion	0	0	0	1.5
<b>GROSS TOTAL</b>	<b>18.5</b>	<b>15.0</b>	<b>109.5</b>	<b>238.0</b>
Swansea Council (11%)		0	0	42.0
Mumbles Community Council (6.2%)				24.0
<b>NET TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172.0</b>

## **5. DELIVERABILITY**

Can the project be effectively and efficiently delivered?

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?

Design works will be carried out by specialist in-house teams from the Traffic Management team. They have a number of years of experience in introducing similar type solutions with high levels of public consultation involved. Identified works packages will be developed and it is anticipated that these shall be let through, either to in-house contractors with extensive experience of introducing similar projects in Swansea, or contractors pre-qualified through the Carmarthenshire Framework agreement.

It is anticipated that the first and second quarters will involve the detailed development of the designs, public consultation and progression of the legal processes required to support the introduction of Traffic Regulations. Construction is programmed to start during quarter 3 and be completed in quarter 4. Details of this are shown on the programme appended to the bid.

## **MONITORING & EVALUATION**

Has a monitoring and evaluation plan been prepared? If yes, please provide details below or attach relevant documents as evidence.

The key target in evaluating the success of the scheme is in achieving modal shift amongst pupils attending the schools targeted and increasing the uptake of cyclists using existing off-road infrastructure. In previous years, surveys were carried out in school and on the roads outside. However, current restrictions in schools and the impact that this has had on traffic means that any

such work would not provide an accurate picture. Consequently, it is proposed to undertake the initial surveys in early autumn as schools return when it is anticipated that lockdown measures will have eased. Below is the anticipated survey work which will be carried out for assessment purposes.

<b>Data to monitor</b>	<b>Method and responsibility</b>	<b>Timescale</b>	<b>Target</b>
Community Benefit	This will be ascertained by reconvening steering and focus groups and interviewing key community stakeholders.	On completion and annually thereafter for a three-year period.	Continued Community Support
Modal shift of children / community members	Modal shift survey to be conducted in school / community amenity by Local Authority	Annually in September	An increase of 10% in the numbers of children travelling sustainably to school.
Reduction in numbers of and speed of vehicles on commuter routes	Undertake speed volume surveys by Local Authority	Prior to works and annually thereafter.	85 <sup>th</sup> percentile speed to be reduced to below ACPO enforcement limits for the 20 limit. Volumes of traffic to reduce by 10% around school sites in peak hours.

Has any monitoring or evaluation work already taken place? No

If yes, please provide details below and attach any relevant documents to this application as evidence.

## **PROMOTION**

How do you plan to promote your scheme? What plans do you have to support and encourage behaviour change to more sustainable modes of travel? Does the school/s participate in behaviour change programmes such as WOW tracker or Active Journeys?

Costs have been included for promotional activities within the scheme. These will support announcing the successful bids, the beginning of construction and the launching the scheme on its completion.

In addition, the Council will promote the scheme through its webpages updating design and construction activities to keep the public informed of progress and delivery dates. Regular updates will also be prepared for local ward Members to disseminate further information through the community.

As the scheme develops officers from the Road Safety Team will work with pupils from the schools to explain the advantages that are being brought about and how they have influenced the design, of both these works and the wider Active Travel developments being developed in Swansea.