

**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	Links to NCN	
Scheme Type (please select one)	Local Scheme	
Date of Scheme	Start: 2018/19	Estimated Completion: 2019/20
Funding required for 2018-19	£2,019,500	
Total funding required to complete scheme from 2019-20 onwards	Ongoing	
Project Manager Contact Name	[REDACTED]	
Contact Telephone	[REDACTED]	
Contact email	[REDACTED]	
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) Cwm Level Link: 51.646545650254126,-3.9398646354675293
- 2) Trallwn Link: 51.65189785170187,-3.9034509658813477
- 3) Birchgrove Link: 51.6672920209098,-3.8850089236988197
- 4) Singleton Park Links: 51.611558891798936,-3.976069912627736
- 5) Ynystawe Link: 51.68224869819491,-3.9057835624308836
- 6) Morriston Riverside Link North: 51.674780602183866,-3.9168874543561287
- 7) Morriston Riverside Link South: 51.66415839640622,-3.9203432918342287
- 8) Jersey Road Link: 51.650686854584976,-3.907637497985661
- 9) Grovesend Access Link: 51.68582667604306,-4.033715257771405
- 10) Penyrheol Access Link: 51.673201775248224,-4.035877366390423
- 11) Coed Bach Park Link: 51.70811784488056,-4.038094452226346

The City & County of Swansea benefits from a good quality strategic network of shared use paths, which broadly bounds its urban areas on three side (east, south and west). Whilst the 49km of off-road shared use paths provide an excellent means for active travel journeys across the County area, the penetration of active travel routes for cycling into residential areas is generally poor. The schemes included in this bid seek to begin the work of implementing the aims of the Integrated Network Map by improving connectivity between the strategic routes and the residential areas.

Further to this general premise, many of the routes contained in this bid also complement the schemes proposed in the Strategic Routes Bid, which has been jointly submitted to the Welsh Government for funding consideration in 2018/19. A summary plan for the routes is attached for information and context.

The schemes are described below in priority order:

1. CWM LEVEL LINK – [INM REF. SWA-MT0013]

This 1.1km route would deliver a shared use path between existing provisions for cycling on Eaton Road and National Cycle Network Route 43. It is expected that 100 metres of this proposed provision may need to be achieved by means of an on-road intervention due to a narrowing at the western end of Cwm Level Road. Nevertheless, this would provide a significant enhancement for cycling in this area of the city; particularly for those accessing Liberty Stadium on match days, but also for the wide range of services which can be accessed from the National Cycle Network Route 43.

[Estimated Cost: £ [REDACTED]]

2. TRALLWN LINK – [INM REF. SWA-AS0050]

This link would provide a shared use path to link the Upper Bank Cycle Route to the community of Winch Wen and Trallwn. This off-road route, measuring approximately 1.5km will be invaluable in linking this community to established strategic cycling infrastructure in the vicinity of the Liberty Stadium, Swansea Enterprise Park & City Centre.

[Estimated Cost: £ [REDACTED]]

3. BIRCHGROVE LINK – [INM REF. SWA-MT0019]

This 0.7km route would complement the Swansea Vale Link which is proposed in the Strategic Routes bid, to provide an off-road shared use path connection to the strategic active travel networks. Although short, this route will enable this community to bypass the busy arterial road network which acts as a barrier to the strategic networks which lie to the west of this settlement.

[Estimated Cost: £ [REDACTED]]

4. SINGLETON PARK LINKS – [INM REF. SWA-SW-003, SWA-ST0013, SWA-AS0037]

This improvement will deliver 2.5km of new and enhanced shared use paths for use by pedestrians and cyclists. The routes will link NCN4 to Swansea University Singleton Campus, Singleton Hospital and the adjacent suburbs of Sketty, Uplands and Brynmill.

[Estimated Cost: £ [REDACTED]]

5. YNYSTAWE LINK – [INM REF. SWA-MT0016]

The community of Ynystawe and Ynysforgan are geographically close to NCN43, but accessibility to it is poor, primarily due to the severance caused by the River Tawe. This bid would deliver enhanced links to provide off-road shared use paths to provide safe and direct access between these communities and the established routes. This would deliver 0.6km of enhanced route, by clearing and surfacing an old off-road link between Clydach and Ynystawe, 0.2km of widened shared use paths in Ynystawe Park and a further 0.4km of new and widened shared use path to link with NCN43.

[Estimated Cost: ██████████]

6. MORRISTON RIVERSIDE LINKS NORTH – [INM REF. SWA-MT0017]

These route enhancements would improve existing routes and deliver new routes to benefit the eastern fringe of Morriston to link it to NCN43. The improvement would deliver 1.2km of new route. This would also improve connectivity to and from M4 Junction 45, and the adjoining community of Ynysforgan.

[Estimated Cost: ██████████]

7. MORRISTON RIVERSIDE LINKS SOUTH – [INM REF. SWA-MT0018]

These route enhancements will improve connectivity for the community of Morriston. NCN43 runs parallel to this riverside settlement, but unfortunately connectivity is hampered by the severance created by the River Tawe. These improved local links will provide an off-road means of accessing the strategic routes on the east bank of the River Tawe. The total length of improved links would be 1.8km. Much of the route is already in place, but requires widening to meet the national design standards; one new road crossing is also needed.

[Estimated Cost: ██████████]

8. JERSEY ROAD LINK – [INM REF. SWA-AS0028]

It is anticipated that this would be a 0.7km route running between the junction with Carmel Road and the off-road link to Atlantic Close (close to the junction with Cwm Chapel Road). The route could be achieved by either an off-road shared use path or an on-road cycle routes and would provide links between Winch Wen and Swansea Enterprise Park.

[Estimated Cost: ██████████]

9. GROVESEND ACCESS LINK – [INM REF. SWA-SW-006]

This scheme would deliver a new shared use path between High Street, Grovesend and the existing strategic network linking to Gorseinon. The route would improve connectivity for pedestrians and cyclists and provides a particular improvement in function for the nearby Pengelli Primary School and pupils attending Penyrheol Comprehensive School. The scheme would create 0.5km of new route.

[Estimated Cost: 

10. PENHYRHEOL ACCESS LINK – [INM REF. SWA-AS004]

This scheme would deliver a 0.6km shared use path and toucan crossing facilities between Penyrheol (Gorseinon) and the strategic shared use network. This relatively short improvement will enable safe, off-road connectivity for pedestrians and cyclists accessing Gorseinon town centre and the services, facilities and employment opportunities, as well as linking directly with Penyrheol Comprehensive School.

[Estimated Cost: 

11. COED BACH PARK LINK – [INM REF. SWA-AS007]

This scheme would signal the preliminary phase of the Pontarddulais Link. The larger scheme would provide shared use infrastructure between Pontarddulais and Gorseinon, ultimately linking with NCN4 at Gowerton. This phase will improve the paths in Coed Bach Park, upgrading the surface and widths to accommodate shared use. These links will improve local connectivity to the park, but ultimately will form an access spur to the strategic link.

[Estimated Cost: 

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?	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.
Prevention – please describe how you considered options to prevent the problem 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.	<p>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> <p>The establishment of these routes would also serve to integrate the residential, service and employment elements established in the Local Development Plan.</p>

	A number of the links would provide enhanced linkages for children travelling to school by active travel means.
Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.	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.
Involvement – please describe who you have involved and how, in the development and appraisal of your proposal	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.

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</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>will happen if no action is taken?</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>1. CWM LEVEL LINK – [INM REF. SWA-MT0013] This 1.1km route would deliver a shared use path between existing provisions for cycling on Eaton Road and National Cycle Network Route 43. It is expected that 100 metres of this proposed provision may need to be achieved by means of an on-road intervention due to a narrowing at the western end of Cwm Level Road. Nevertheless, this would provide a significant enhancement for cycling in this area of the city; particularly for those accessing the Liberty Stadium on match days, but also for the wide range of services which can be accessed from the National Cycle Network Route 43.</p> <p>The land required is owned by the Council. Planning Permission would not be required, as this would be delivered under permitted development.</p> <p>2. TRALLWN LINK – [INM REF. SWA-AS0050] This link would provide a shared use path to link the Upper Bank Cycle Route to the community of Winch Wen and Trallwn. This off-road route, measuring approximately 1.5km will be invaluable in linking this community to established strategic cycling infrastructure.</p> <p>The land required is owned by the Council. Planning Permission would be required.</p> <p>3. BIRCHGROVE LINK – [INM REF. SWA-MT0019] This 0.7km route would complement the Swansea Vale Link which is proposed in the Strategic Routes bid, to provide an off-road shared use path connection to the strategic active travel networks. This addition</p>
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can be constructed wholly on land owned by the Local Authority, but will require planning consent before works can proceed. The successful delivery of this particular element will provide a safe off-road shared use path for the 5000 residents of Birchgrove. This settlement is currently disconnected from the wider strategic shared use network.

4. SINGLETON PARK LINKS – [INM REF. SWA-SW-003, SWA-ST0013, SWA-AS0037]

This improvement will deliver 2.5km of new and enhanced shared use paths for use by pedestrians and cyclists.

This element of the bid provides a good opportunity to formalise the use of the Park's infrastructure for shared use. Whilst the Park's paths have long been signed for use by bicycle, the incorporation of the routes to the network have never been formalised and several sections are in need of widening to meet the current design standards.

The successful delivery of this project would provide north, south, east and west off-road connections through the Park between NCN4 and Swansea University Singleton Campus, Singleton Hospital and the adjacent suburbs of Sketty, Brynmill and Uplands.

5. YNYSTAWE LINK – [INM REF. SWA-MT0016]

The community of Ynystawe and Ynysforan are geographically close to NCN43, but accessibility to it is poor, primarily due to the severance caused by the River Tawe. This bid would deliver enhanced links to provide off-road shared use paths, providing safe and direct access between these communities and the established routes. This would deliver 0.6km of enhanced route, by clearing and surfacing an old off-road link between Clydach and Ynystawe, 0.2km of widened shared use paths in Ynystawe Park and a further 0.4km of new and widened shared use path to link with NCN43.

The link between Clydach and Ynystawe Park is an established woodland path, but does not presently benefit from a metalled surface and in wet weather this would prevent its use for active travel. The land is owned by the Council.

Ynystawe Park benefits from metalled surfaces but these are largely 1.8metres in width and this project would therefore widen these to meet current design standards.

The final section of route links Ynystawe Park to NCN43. This section is also owned by the Council; much of the length is metalled and would require signage to legitimise its use. There is one small section prior to the connection with NCN43 which requires a metalled surface as it follows the riverbank which is currently unsurfaced. Some discussion with Natural Resources Wales may be required.

Whilst the Council owns the land for the entire length of the scheme, planning consent would be required prior to the delivery of the project.

6. MORRISTON RIVERSIDE LINKS NORTH – [INM REF. SWA-MT0017]

This scheme would deliver a route on the western bank of the river Tawe, completing a link for pedestrians and cyclists which has been left unfinished (albeit informally used) since the completion of the A4067 in the early 1990s.

This route will link an existing, but unfinished shared use path to M4 Junction 45. This will therefore promote access to the NCN43 for the residential areas of northern Morriston and Ynysforgan.

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

7. MORRISTON RIVERSIDE LINKS SOUTH – [INM REF. SWA-MT0018]

These route enhancements will improve connectivity for the community of Morriston. NCN43 runs parallel to this riverside settlement, but unfortunately connectivity is hampered by the severance created by the River Tawe. These improved local links will provide an off-road means of accessing the strategic routes on the east bank of the River Tawe. The total length of improved links would be 1.8km. Much of the route is already in place, but requires widening to meet the national design standards; one new road crossing is also needed.

The road crossing from Foundry Road to the Mecca Bingo Car Park (crossing Clase Road) can be achieved by utilising a disused railway cutting. It is expected that this project will enable pedestrians and cyclists to cross under Clase Road using this. Land purchase will be required to achieve this short section. If this cannot be resolved in the available timescales and conventional road crossing will be pursued.

8. JERSEY ROAD LINK – [INM REF. SWA-AS0028]

It is anticipated that this would be a 0.7km route running between the junction with Carmel Road and the off-road link to Swansea Enterprise Park (close to the junction with Cwm Chapel Road). The route could be achieved by either an off-road shared use path or an on-road cycle routes.

The road is adopted and land owned by the Local Authority and would not therefore require planning consent.

9. GROVESEND ACCESS LINK – [INM REF. SWA-SW-006]

This scheme would deliver a new shared use path between High Street, Grovesend and the existing strategic network linking to Gorseinon. The route would improve connectivity for pedestrians and cyclists and provides a particular improvement in function for the nearby Pengelli Primary School and Penyrheol Comprehensive School.

The road is adopted and land owned by the Local Authority and would not therefore require planning consent.

10. PENYRHEOL ACCESS LINK – [INM REF. SWA-AS004]

This scheme would deliver a 0.6km shared use path and toucan crossing facilities between Penyrheol (Gorseinon) and the strategic shared use network. This relatively short improvement will enable safe, off-road connectivity for pedestrians and cyclists accessing Gorseinon town centre and the services, facilities and employment opportunities, as well as linking directly with Penyrheol Comprehensive School.

	<p>The land required for the scheme is owned by the Council, but will require planning consent before delivery can commence. The scheme has further potential to accommodate local growth as there are a number of residential housing allocations granted via the Local Development Plan; one of which is immediately adjacent to the route (250 residential units) and another for 90 units less than 200 metres further north.</p> <p>11. COED BACH PARK LINK – [INM REF. SWA-AS007]</p> <p>The Pontarddulais Link has been in development for the past few years and will provide a strategic shared use link between Gowerton and Pontarddulais, via Gorseinon. This strategic scheme is not expected to commence its delivery until 2019/20, but this local link would signal the beginning of its development. The scheme will establish shared use paths within Coed Bach Park.</p> <p>At present, the paths are surfaced with either 1.5 metre wide asphalt or bark mulch. This scheme will widen the paths to 3 metres (minimum) and provide a consistent asphalt surface. The land required is Council owned and planning consent will be required.</p> <p>The completed route will improve the link to adjacent residential streets and ultimately will form an important access link to the Pontarddulais Link, facilitating onward links to Pontarddulais Comprehensive School, Pontarddulais Railway Station and strategic development areas for new residential and centres of employment.</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>The scheme elements described above would deliver new active travel infrastructure measuring 14.1km.</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>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> <ul style="list-style-type: none">○ <i>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.</i>○ <i>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.</i>○ <i>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.</i> <p>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.</p>
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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:

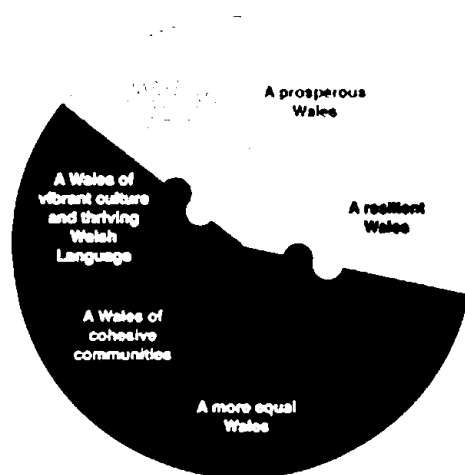
Prosperity for All	Well-being Objectives	Grant Objectives	Scheme Contribution
Prosperous & Secure	<ul style="list-style-type: none"> • Support people and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<ul style="list-style-type: 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. For example, Singleton Hospital, Swansea University, Schools, Swansea Enterprise Park and 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>
Healthy & Active	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future 	<ul style="list-style-type: none"> • Increase levels of active travel 	<p>The scheme will deliver new and much needed links to the existing cycle networks, which will greatly encourage the</p>

	<ul style="list-style-type: none"> • Promote good health and well-being for everyone • Build healthier communities and better environments 	<ul style="list-style-type: none"> • Improve health and well-being 	<p>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>
Ambitious & Learning	<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 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>
United & Connected	<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> <p>These routes will facilitate better links to a number of railway stations and bus hubs across the City & County of Swansea</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.
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>A number of the routes contained within the bid will directly improve the active travel links to centres of Welsh Language education (for example YGG Pontybrenin, Gorseinon).</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 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, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</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>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>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		██████					██████
Land Purchase							
Accommodation Works		██████					██████
Construction		██████					██████
Project Management		██████					██████
Monitoring and Evaluation		██████					██████
GROSS TOTAL		██████					██████
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>		-					-
NET TOTAL		██████					██████

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		■	■	■
Land Purchase				
Accommodation Works		■	■	■
Construction		■	■	■
Project Management		■	■	■
Monitoring and Evaluation		■		■
GROSS TOTAL		■	■	■
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>		-	-	-
NET TOTAL		■	■	■

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.

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