

**WELSH GOVERNMENT LOCAL TRANSPORT CAPITAL GRANTS FY2022-23
APPLICATION FORM**

LOCAL TRANSPORT FUND AND RESILIENT ROADS FUND

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

Local Authority	Vale of Glamorgan Council	
Scheme Name	Bus Stop Improvements (Infrastructure and Electronic Displays) – Vale of Glamorgan	
Grant <i>(please select one)</i>	Local Transport Fund	
Date of Scheme	Start: 01-Apr-2022	Estimated Completion: 31-Mar-2023
Funding required for 2022-23	£500,000	
Project Manager Contact Name	Andrew Eccleshare	
Contact Telephone	029 20673133	
Contact email	AEccleshare@valeofglamorgan.gov.uk	
Authorised by (e.g. Head of Finance or Transport Services)	Name: Emma Reed Job Title: Head of Neighbourhood Services and Transport Signature: <i>EM Reed</i>	

WELTAG CHECKLIST

- Which WeITAG Stages have you completed? Please tick all that apply.

Stage 1 Stage 2 Stage 3 Stage 4

For packages please list each project below and state the WeITAG Stages completed for each project:

This scheme was initiated the year before last using LTNF 2020-21 grant funding, continued in 2021-22 using LTF grant funding and is therefore a continuation to improve the local bus stop facilities with regard to accessibility, bus shelters and information. We have an existing contract for the procurement and installation of in shelter electronic passenger information displays.

- What level of **risk** is your study? Please tick one (See WeITAG page 34 for definitions).

Low Medium High

For packages please list each project below and state the level of risk for each project:

N/A

- Who is or will be on your **Review Group**? Please give job title and department/ organisation representing.

Economic	N/A
Social	N/A
Cultural	N/A
Environmental	N/A

Active Travel Expert	N/A
Others (please specify)	N/A

For packages, where there are different Review Groups, please list the projects below and provide information on who is or will be on the review group for each project:

N/A

- What WeITAG Stages do you plan to have completed by the end of 2022-23? Please tick all that apply

Stage 1 Stage 2 Stage 3 Stage 4

For packages please list the projects below and state the WeITAG Stages completed for each project:

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:

The Vale of Glamorgan Council's project to upgrade existing bus stops is ongoing.

To date the Council has funded this ongoing project using its own budgets, Section 106 planning contributions towards sustainable travel and Welsh Government LTNF 2020-21 and LTF 2021-22 grant funding (i.e. over recent years for the A48, Barry west, Llantwit Major, St Athan, and other key locations). However, many more bus stops throughout the Vale of Glamorgan are still in desperate need of improvements. In addition and following on from the Authorities successful LTNF bid in 2020-21 for 'electronic bus stop displays' and in part last year's LTNF bid, this proposal also includes provision of electronic bus shelter displays for recently renewed shelters and others where feasible as part of this project, which in turn will significantly enhance the users overall travel experience with the availability of up to date bus stop specific information in a modern and clean format.

This proposal is to enable the continuation of bus stop improvements that includes provision of new shelters and electronic information displays throughout the Vale of Glamorgan where existing provision falls short of being adequate, accessible and desirable to use.

It should be noted that the Council is now attempting to standardise its bus stop facilities, especially with regard to shelters, as this project progresses. Indeed, where feasible and suitable, high quality stainless steel framed shelters with clear glass walls, red seating and lighting are being installed, which will hopefully future proof them as a more collaborative approach is taken with Welsh Government, TfW, LA's and operators (i.e. by using TfW colours).

Example photos:

- (A) one example of the new type/style bus stop shelter being purchased by the Vale of Glamorgan Council for use.
- (B) one example of an old existing type/standard of shelters to be renewed.
- (C) one example of the new electronic bus stop information displays being purchased by the Vale of Glamorgan Council.

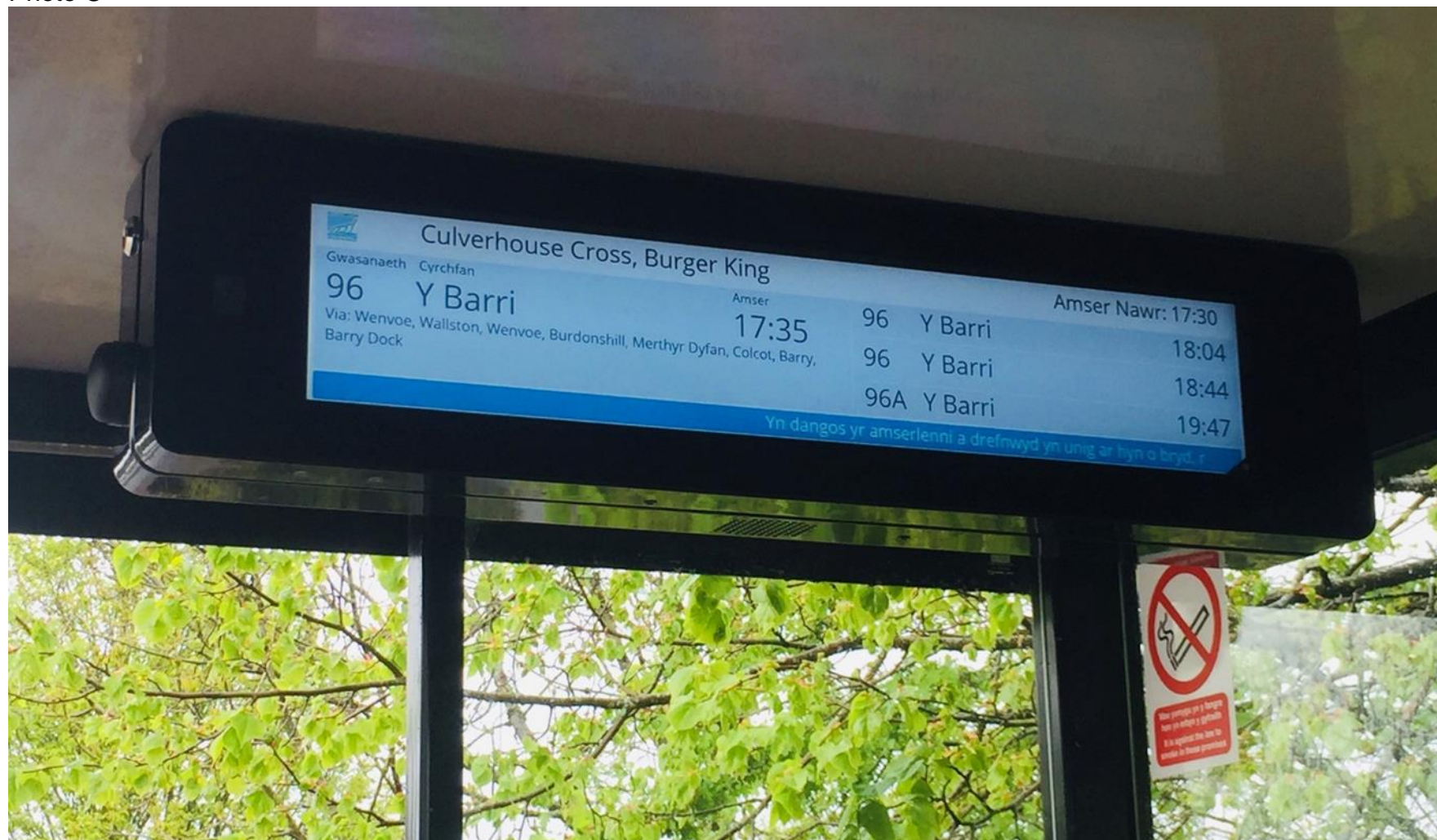
Photo A



Photo B



Photo C



SCHEME BUSINESS CASE

1. STRATEGIC CASE

The Case for Change	
<p>Current and Future Barriers and Opportunities What are the local and wider issues, both transport and non-transport that this scheme will address in the short and long term? Refer to Future Trends Report. Include baseline data where available. What will happen if no action is taken?</p>	<p>Bus stops and shelters provide access to local and strategic public transport services that link users with other key settlements (e.g. Cardiff and Llantwit Major), as well as one of the Strategic Opportunity Areas identified in the Wales Spatial Plan (St Athan).</p> <p>Many existing bus stops do not have the necessary infrastructure to enable passengers with a mobility impairment or with young children in a pushchair to board or alight without difficulty. Furthermore, some bus stops have become undesirable places to access public transport, with passengers waiting in an exposed and unpleasant environment, and in others, buses are prevented from pulling up close to the kerb edge due to inconsiderate parking. These factors all deter public transport usage and impact on service reliability.</p> <p>The economic activity and the increase in tourism at Barry and Barry Island, as well as the increase in shopping trips at Barry Waterfront due to the large development of this area has resulted in the emergence of congestion hotspots and pinch points where buses are being delayed and journey times extended for various reasons such as queuing traffic preventing right turns at junctions. Where delays are caused by inconsiderate parking, the Council's Civil Parking Enforcement Team can actively enforce the parking restrictions where they have been put in place.</p> <p>If no action is taken to address the current situation, the bus operators will experience a vicious circle of slow boarding, alighting and rising</p>

traffic congestion all of which can affect timekeeping along the bus corridor. This, in turn, will impact on operating costs and fares which will further deter passengers from travelling by bus and switch to the car thereby increasing traffic congestion. Poor quality roadside infrastructure will also act as a deterrent for passengers and there is a risk over the longer term that the operators will have to reduce frequencies and increase end-to-end journey times in order to maintain the commercial viability of the services.

The potential withdrawal of any bus services would have an adverse impact on shift workers, shoppers and tourists who rely on these services.

It should also be noted that the Future Trends Report Wales 2021 predicts that the number of aging people will more than double between 2019 and 2050 with life expectancy expected to further increase, which in turn is likely to put additional demand for suitable accessible public transport infrastructure.

The Future Trends Report Wales 2021 also states that the 'drivers of Wales' environmental change are highly complex and interlinked with human action'. The provision of an efficient public transport system with good quality infrastructure to support it, will help encourage modal shift from fossil fuelled cars to more sustainable public transport services.

Without more significant investment in our local transport networks and infrastructure, we are likely to see the continued decline in demand for travel by bus (Future Trends Report Wales 2021, Page Fig. 70 refers), which in turn will put immense pressures on other modes of transport,

	<p>increase congestion on our roads and in turn have a negative effect on the economy and wellbeing of all.</p>
<p>Scheme objectives What are the objectives of the scheme? (there should be up to 5 or 6 and should be Specific, Measureable, Achievable, Realistic and Time-limited)</p>	<p>The scheme objectives are to:</p> <ul style="list-style-type: none"> • Upgrade the infrastructure at as many bus stops within the Vale of Glamorgan as possible with any grant funding made available. • Improve passenger experience using these specific bus stop facilities. • Improve access to the bus stop facility for all, but especially for those with mobility impairments and those using wheelchairs and pushchairs. • Improve access between the bus stop and the bus itself for all, but especially for those with mobility impairments and those using wheelchairs and pushchairs. • Provide improved information facilities (i.e. new bus stop flags with current service numbers, larger timetable cases to facilitate information by various operators and electronic information displays). • Assist in improving the overall general view of traveling by public transport (i.e. local bus in this case).
<p>Scheme outputs What are the specific outputs that the scheme will deliver?</p>	<p>The scheme objectives include the provision:</p> <ul style="list-style-type: none"> • New bus shelters (where footway widths permit), including integral: <ul style="list-style-type: none"> ➤ lighting; ➤ large information display cases; ➤ Electronic displays and ➤ bus stop flag. • Accessible raised kerbs with tapering at either end; • Accessible drop kerbs along the approaches to bus stops.

	<ul style="list-style-type: none"> • Resurfacing of passenger waiting area including built out bus stop hard standing areas where appropriate. • Renewal of Clearway road markings and signage where appropriate.
<p>Fit with Policies and Plans 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>The southern Vale of Glamorgan from Bridgend to Cardiff via Barry has been identified as a strategic bus corridor and serves various areas of growth, and in turn identified in the LTP for sustainable transport improvements.</p>
<p>Community Engagement and Consultation 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 normal times (i.e. pre-Covid), the Council:</p> <ul style="list-style-type: none"> • regularly meets with the Vale of Glamorgan 50+ Forum Transport Group; • participates in all 'Your Bus Matters' events organised by Bus Users Cymru in the Vale of Glamorgan, which is accessible to all to attend. • Undertakes regular online satisfaction surveys with regard to public transport, which in turn feeds into the Benchmarking Wales performance indicators data. <p>The scheme based on discussions with and requests from users, along with DDA requirements, aims to improve access for all to/from bus stop facilities and services, but especially for those with mobility issues (e.g. disabled persons using wheelchairs or parents with young children in pushchairs). The Council is about to undertake an online 'satisfaction survey' with regard to Public Transport and Road Safety that will include the following questions relating to bus stop improvements undertaken and being planned for future attention: -</p> <ul style="list-style-type: none"> • Please rate your satisfaction regarding electronic bus stop information displays.

	<ul style="list-style-type: none"> • Please rate your satisfaction regarding bus stops and shelters that have been recently upgraded since 2020 inclusive. • Are there any existing specific bus stops and shelters within the Vale of Glamorgan that you would like to see upgraded (please identify the specific location/address as best possible)?
<p>Active Travel (Wales) Act 2013 Please set out how you have had regard for walkers and cyclists and what steps you have taken to enhance the provision for walkers and cyclists, during construction and in scheme design.</p>	<p>Where bus stops and new shelters are located, pavement width is considered as part of the design to enable safe accessible walking/cycling access past the location. Indeed, last year's successful bid for LTF funding for this purpose, is helping to further enhance a planned active travel route in the St Athan area by integrating upgraded bus stop facilities along its length and making the scheme more holistic with regard to sustainable transport.</p> <p>Access to a reliable passenger transport mode such as a local bus services, increases walking opportunities at either end of the journey, as opposed to using private modes of motorised transport.</p>

Fit with Grant Purpose/ Objectives

Please outline below how your scheme contributes to the relevant grant purpose/ objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant purpose/ objectives	Scheme Contribution
Local Transport Fund	<ul style="list-style-type: none"> • Deliver the vision and priorities of Llwybr Newydd in a way that is good for people and communities, good for the environment, good for the economy and places, good for culture and the Welsh language. • Deliver an accessible, efficient, sustainable transport system that is safe, well-managed and adapts to and mitigates for climate change. • Deliver the priorities in Llwybr Newydd <ul style="list-style-type: none"> ○ Bring services to people in order to reduce the need to travel; ○ Allow people to move easily from door to door by accessible, sustainable transport services and infrastructure; and ○ Encourage people to make the change to more sustainable transport. • Contribute to actions set out in Llwybr Newydd, including the 9 mini plans. 	<p>This application will help:</p> <ul style="list-style-type: none"> • Improve boarding and alighting times and therefore further help to reduce journey times required for local bus service provision serving these bus stops. • Improve facilities for waiting passengers to access local bus services at these bus stops where strategic local bus service provision connects them to other communities, as well as centres of employment, education and health (e.g. St Athan and Cardiff Airport Enterprise Zones, various town and city centres, Culverhouse Cross retail parks, Barry and Llandough Hospitals). • Offer better access to the local bus network for residents with restricted mobility, thereby enabling them to have more independence and flexibility to reach key services and facilities for their day-to-day activities. • Tackle pollution and improve air quality, through achieving a modal switch from car to bus and by improving traffic flows through the elimination of congestion hotspots. • Encourage and facilitate active travel journeys over short distances such as more

		<p>walking trips to and from the origin and destination points of the bus journey.</p> <p>To further enhance passenger journey experiences the new electronic information displays being installed are future proofed with the ability to switch to real time information at a later date.</p>
<p>Resilient Roads Fund</p>	<ul style="list-style-type: none"> • Address disruptions caused by severe weather to the highway network, especially to the public transport network 	

2. TRANSPORT CASE

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>Good for People & Communities</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>Equality</p> <ul style="list-style-type: none"> Equality, diversity and human rights impact assessment Affordability: is there any change to the cost of travel paid by users <p>Health</p> <ul style="list-style-type: none"> Health impact assessment Physical activity: the amount of walking, cycling and other physical exercise undertaken by people <p>Confidence and Safety</p> <ul style="list-style-type: none"> Accidents: the number and severity of injuries Security: how safe do people feel? Journey quality: for example, the comfort of the vehicle and access to information 	<p>Equality: This bus stop improvement proposal will improve accessibility to accessing local bus services, especially with regard to those mobility issues. The new electronic visual displays will also improve access to bus stop specific timetable information, especially for those with sight impairments. There are no cost implications to users.</p> <p>Health: By encouraging the public to make sustainable travel choices by providing improved facilities and access to information, we are also encouraging greater physical mobility for users that access the bus stop facilities on foot rather than their final destination by private motorised vehicle.</p> <p>Confidence and Safety: This bus stop improvement proposal will provide safer waiting areas for local bus users with the provision of well-lit shelters at night. The electronic visual displays will also give better confidence in service provision, especially as and when they are switched to real time information in due course.</p>

<p>Good for the Environment</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>Greenhouse Gas</p> <ul style="list-style-type: none"> Greenhouse gases: is there a change in the amount of greenhouse gases emitted <p>Biodiversity and Ecosystem Resilience</p> <ul style="list-style-type: none"> Biodiversity: is there an impact on wildlife and the number of species Water Environment: is there an impact on water courses Air pollutants: is there a reduction in air pollutants from transport? Noise pollution: is there a reduction in noise? <p>Waste</p> <ul style="list-style-type: none"> Reduction of waste Percentage of waste produced by the transport sector that is reused or recycled 	<p>Greenhouse Gas: The scheme is to assist with encouraging a modal shift from private motorised vehicles (especially fossil fuelled cars) to local bus services, which in turn will assist in carbon reduction.</p> <p>Biodiversity and Ecosystem Resilience: There is no direct impact to biodiversity; however, as this proposed scheme also aims to encourage a modal shift from private vehicles to local bus services by improving bus stop waiting facilities, a subsequent reduction in traffic will assist with the reduction in road traffic noise along the line of routes in general. In addition, with improved access on/off buses at the stops, buses will not have to wait as long for passengers to board. Any bus stop civil works will consider drainage flows.</p> <p>Waste: There will be less need for paper-based timetable information at bus stops following the installation of electronic visual displays, which therefore reduces paper/carbon waste.</p>
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<p>Good for the Economy & Places</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>Cohesive Communities</p> <ul style="list-style-type: none"> • Access to services: impact on journeys to key services such as health facilities, schools • Access to employment: how many jobs can people reach and what is the journey time • Severance: do any groups of people become separated from others or facilities • Rural impact assessment <p>Innovation</p> <ul style="list-style-type: none"> • Use of and support for innovation <p>Distribution of Goods</p> <ul style="list-style-type: none"> • Sustainable movement of goods <p>Affordability</p> <ul style="list-style-type: none"> • Transport costs: monetary costs paid by those travelling e.g. vehicle operating costs, tolls, and public transport fares. • Accidents: the cost of accidents. • Capital costs: to the public sector, to the private sector from the scheme itself and from the impacts • Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts • Local economy: how does the scheme affect the sectors in the local economy? 	<p>The scheme aims to reduce negative impacts and maximise positive impacts by:</p> <ul style="list-style-type: none"> • Improve access to/from local bus services that in turn may assist in modal shift from private car to public transport. In turn this may increase profit from fares taken and potentially lead to fare reductions. • Improve safe access to/from the bus stop and between the bus stop and the bus, which in turn will reduce the potential for accidents from occurring whilst boarding, especially by those with mobility issues. • Improve service journey times by helping to speed up boarding and alighting time required at these stops. • Improve journey times for other road users as the time spent by buses at these bus stops may be reduced due to the bus stop infrastructure being more accessible and in turn speed up traffic flow. • Improves access to/from proposed development sites along the Vale of Glamorgan’s southern corridor (e.g. land adjacent to Cardiff Airport), as well as existing WG Enterprise zones at Cardiff Airport and St Athan. • Improves access to the following sites providing key services via local bus services that serve these bus stops: <ul style="list-style-type: none"> ➤ Employment (e.g. Cardiff Airport and St Athan Enterprise Zones, as well as various retail/industrial parks, various town centres and city centres on routes served s) ➤ Education (e.g. Llantwit Major Comprehensive School, Whitmore High School, Pencoedtre High School, various primary schools, Cardiff & Vale College, Cardiff University and the University of South Wales, Cardiff. ➤ Health (e.g. Barry Community Hospital, Llandough University Hospital and various health centres, opticians and chemists etc. ➤ Shopping (e.g. Culverhouse Cross, Barry Town Centre and Waterfront, Bridgend Town Centre, Cardiff City Centre, Cardiff Bay retail Park and Llantwit Major Town Centre.
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<p>Good for Culture & the Welsh Language</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>The Welsh language</p> <ul style="list-style-type: none"> • Welsh Language impact assessment <p>Arts, Sports and Culture</p> <ul style="list-style-type: none"> • Access to arts, sports and culture <p>Historic Environment</p> <ul style="list-style-type: none"> • Landscape: is there a visual or other impact on the landscape • Townscape: is there a visual or other impact on the townscape • Historic Environment: are there any changes in areas of historical interest? 	<p>The proposed scheme includes provision of new modern bus stop shelters (preferably stainless steel and glass in line with TfW colour schemes in order to future proof them in this respect). This will be a significant improvement to existing facilities and in turn improve the visual impact on the area.</p> <p>Information provided via bus stop flag or electronic information display supplied as part of this scheme if successful will be equally bilingual in Welsh and English.</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. Include Benefit Cost Ratio (BCR) if known:

General construction supplies and new shelters are procured through open tender via Sell2Wales to certain specifications required.
Electronic bus stop displays are procured using a Crown Commercial framework agreement.

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.

How will the scheme be delivered?
The work will be managed by the Council's Design and Construction team with the Passenger Transport team as the client.
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
Project Plan (estimated) <ul style="list-style-type: none">• Q1/Q2 (2022-23) = Detailed design• Q3/Q4 (2022-23) = Project/Contract Management• Q3/Q4 (2022-23) = Site supervision and construction
Have the key risks been identified?
If yes, please provide a summary of the key risks and attach relevant evidence e.g. a risk register
Yes <ul style="list-style-type: none">• The above timescales are dependent on when/if funding is made available.• Adverse weather may delay or extend construction and the scheme may not be completed within the planned timescale. The Council will ensure that sufficient contingency measures are built into the agreed start date.• Objections may be raised during the consultation process and could result in delays formalising a bus stop or installing a new shelter at a stop. The Council will undertake close liaison with the bus operator and residents and businesses over the work programme.• Impact on local ecology during construction or resurfacing works may adversely affect local habitats and the drainage system. This will be considered as part of the detailed design of this scheme.• Supply of infrastructure materials and new bus shelters may be delayed by external suppliers.• The Covid pandemic may cause staff shortages that may delay progress.

Have all the necessary permissions been identified? (e.g. TROs, flood-risk permits, land) If Yes, what permissions are required? Yes
None as bus stop facilities being upgraded are existing facilities on the Council owned/managed highway.
Have all the necessary permissions been secured? 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? Yes
No permissions required
Have all land ownership requirements been identified or resolved? Please provide a summary below including details of known land ownership issues and evidence of any that have been resolved. Yes
No known land ownership issues
Have you undertaken your Regulatory Impact Assessments including EQIA? 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. No
N/A
Have any other survey requirements been identified or undertaken? Eg. utilities, SUDS engagement, ecological, archaeological Please provide a summary below Yes
Vale of Glamorgan Public Transport and Road Safety Satisfaction Survey to be undertaken during February 2022.

4. FINANCIAL CASE

Financial expenditure profile

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

	Pre 2021/22	2021/22	2022/23 projected	2023/24	2024/25	2025/26	Later	Total
Surveys								
Design			15,692					15,692
Land Purchase								
Accommodation Works								
Construction			446,386					446,386
Project Management			36,184					36,184
Monitoring and Evaluation								
Promotion			1,738					1,738
GROSS TOTAL								
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>								
NET TOTAL			500,000					500,000

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 FY2022-23 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys				
Design	7,846	7,846		
Land Purchase				
Accommodation Works				
Construction			223,193	223,193
Project Management			18,092	18,092
Monitoring and Evaluation				
Promotion				1,738
GROSS TOTAL				
Match funding amount, percentage contribution and source(s) (<i>insert name of organisation</i>)				
NET TOTAL	7,846	7,846	241,285	243,023

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 scheme will be managed by the Council's in-house Design and Construction team with the Passenger Transport team as its client.

The new bus stop shelters will be procured via the online Sell2Wales procurement portal, which will include installation following any required civil work undertaken by the Council.

Following previous tenders for bus stop shelters, both Clear Channel UK and local firm Bus Shelters Ltd, have both been successful in securing various orders from this Authority. Both these suppliers are very experienced in this line of work (i.e. manufacture, supply and installation). The Contract will aim for manufacture, supply and installation of the shelters by the end of March 2023 with an added cleansing contract for up to 4 years.

Electric information boards will be procured from the supplier of existing infrastructure within the Vale of Glamorgan using its Crown Commercial framework agreement.

MONITORING AND EVALUATION

Has a monitoring and evaluation plan been prepared?

If yes, please provide details below or attach relevant documents as evidence. What is the baseline data and relevant targets?

Due to the ongoing Covid pandemic and requirement to reduce social contact, public satisfaction will be undertaken online via the Council's next 'Public Transport and Road Safety Satisfaction Survey'.

Has any monitoring or evaluation work already taken place?

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

No, not to date on submission of application and with regard to the current Covid-19 pandemic. Desktop decisions taken based on knowledge of the area and bus stops in need of improvements.

PROMOTION

How do you plan to promote your scheme and encourage people to make the change to more sustainable modes of travel?

Information will be published via the Council's social media channels and website.

The scheme is publicly visual so will therefore be self-promoting at locations where improvements are made.