

## **The Vale of Glamorgan Council**

### **Cabinet Meeting: 25 April, 2016**

### **Report of the Cabinet Member for Regeneration**

### **Transport Grant Awards 2016/17**

#### **Purpose of the Report**

1. To advise Cabinet of the funding awarded for Transport Grant and related Schemes for 2016/17.

#### **Recommendations**

1. That the information contained in this report is noted.
2. That the schemes that have been awarded funding for 2016/17 are approved.
3. That Cabinet note that the Head of Visible Services & Transport and the Cabinet Member for Regeneration used delegated powers to finalise the details of the bids in time for submission to comply with the Welsh Government deadline and that the Managing Director used delegated powers to accept the funding by the deadline of 15th April 2016 in order for the award not to be withdrawn.
4. That Cabinet approve the Capital funding of £160,280 be included in the 2016/17 Visible Services and Transport Capital Programme.

#### **Reasons for the Recommendations**

1. To advise Cabinet of the procedures, terms and conditions of the grant funding.
2. To endorse the acceptance of the schemes submitted.
3. To endorse the acceptance of the funding.
4. To enable schemes to be started as early as possible in the new financial year.

#### **Background**

2. Welsh Government (WG) invites local authorities to submit bids for Local Transport Fund (LTF), Road Safety and Safe Routes in Communities (formally Safe Routes to Schools) (SRiC) funding annually to enable the delivery of transport and local road safety projects that enhance road safety and encourage sustainable travel to various key locations. There is an emphasis around access to schools and key locations for these grants. WG invited bids on 18th December 2015 with a deadline for submission of 29th January 2016.

3. Great Western Railways also invited expressions of interest to bid for funding that would enable the Council to educate school pupils on how to use the railway safely, encourage them to use it, and teach them how to better access public transport information.

## **Relevant Issues and Options**

4. WG restricted the number of road safety revenue schemes to be submitted by each local authority and 4 of the schemes must include kerbcraft, pass plus cymru, national standards cycle training and motorbike interventions. The funding allocation was indicative at £70k, a £10k reduction from 2015/16 actual allocation.
5. Within the LTF Grant, an Active Travel Mapping allocation has been provided of £9k. The allocation is for funding the costs associated with the activities in relation to the development of the integrated network maps that are due to be submitted to WG in September 2017.
6. A bid from the LTF Grant was only permitted for one scheme due to existing schemes that had already been committed for funding from previous years, and a maximum of 3 schemes were permitted for Road Safety and SRiC. Bids could include schemes over a 3 year period and a maximum of £1.5m would be allocated per scheme in any one year.
7. For the LTF Grant, the following scheme was submitted:
  - Dinas Powys to Penarth via Cosmeston Cycle Scheme to include formal crossing facility.
8. For SRiC Grant, the following schemes were submitted:
  - Dinas Powys School cycleway scheme and
  - Weycock Cross to Cardiff Airport Footway / Cycleway scheme
9. Llantwit Major road safety and cycleway scheme had to be withdrawn due to a change in support by Llantwit Major Town Council to enable a footway / cycleway to be provided through the rugby fields on Ham Lane to benefit all Llantwit Major residents, and particularly to the school pupils on Ham Lane. Unfortunately this late withdrawal left no time to allow any alternative scheme to be considered and submitted to allow the number of bids to be maximised.
10. For Road Safety Capital Grant, the following schemes were submitted:
  - Road safety improvements on Court Road Barry, and
  - Road Safety improvements at Sully Moors Road Roundabout,
11. For Road Safety Revenue Grant, the following schemes were submitted:
  - National Standards Cycle Training,
  - Kerbcraft / Child Pedestrian Training,
  - Motorbike Training and
  - Pass Plus Cymru
12. [Appendix 1](#) contains the Grant Award Letter from WG. Funding has been awarded for the Dinas Powys School cycle scheme, the road safety revenue grant schemes and the road safety improvements for Court Road Barry. All other capital schemes were unsuccessful this financial year.

13. Funding has also been awarded by Great Western Railway to fund education to year 6 and 7 pupils in the Barry area to enable them to better access the rail travel (Appendix [1](#) and [2](#) refers).
14. The terms and conditions of the Grants mean that the works identified for the year, will need to be completed by 31st March 2017.

### Resource Implications (Financial and Employment)

15. The table below shows the full list and value of bids and whether they were successful.

| Scheme   | Source of Funding         | Bid amount                                   | Match Funding        | Successful/ Unsuccessful |
|--|---------------------------|--|----------------------|--------------------------|
| Active Travel Mapping                                    | LTF                       | £9,000                                       |                      | Successful               |
| Dinas Powys to Penarth via Cosmeston cycle scheme        | LTF                       | £294,448                                     | £148,192             | Unsuccessful             |
| Dinas Powys School Cycleway Scheme                       | SRiC -                    | £99,000                                      |                      | Successful               |
| Weycock Cross to Cardiff Airport footway/cycleway scheme | SRiC                      | £100,000 this year but £896,000 over 2 years | £200,000 in 2nd year | Unsuccessful             |
| Llantwit Major road safety & cycleway scheme             | SRiC                      | Bid withdrawn                                |                      |                          |
| Road safety improvements on Court Road Barry             | Road Safety Capital Grant | £61,280                                      |                      | Successful               |
| Road Safety improvements at Sully Moors Road Roundabout  | Road Safety Capital Grant | £89,110                                      |                      | Unsuccessful             |
| National Standards Cycle Training                        | Road Safety Revenue Grant | £38,000                                      |                      | Successful               |
| Kerbcraft / Child Pedestrian Training                    | Road Safety Revenue Grant | £22,000                                      |                      | Successful               |
| Motorbike Training                                       | Road Safety Revenue Grant | £2,500                                       |                      | Successful               |
| Pass Plus Cymru  | Road Safety Revenue Grant | £7,500                                       |                      | Successful               |
| Year 5 & 6 Railway Education in schools                  | Great Western Railway     | £8,000                                       | £2,000               | Successful               |

16. Road Safety Revenue funding can be amended to meet demand, subject to advising the WG.

17. The measures contained within this report will be fully funded from the Grants along with any match funding identified within the bids. Match funding will be made available within existing revenue budget.
18. The road safety department priorities will need to change in accordance with the amount and type of grant available.

### **Sustainability and Climate Change Implications**

19. Measures to improve road safety, walking and cycling will all aid sustainable accessibility and the reduction of single occupancy car movements, therefore having a positive impact on sustainability and climate change.

### **Legal Implications (to Include Human Rights Implications)**

20. If local authorities do not provide a road safety service as statutorily required under Section 39 of the Road Traffic Act 1988 action could be taken for a breach of statutory duty. Providing a road safety service involves (amongst other things) education, training and publicity which benefits road safety and enables the upholding of laws in relation to the safe use of the highway.

### **Crime and Disorder Implications**

21. It is anticipated that the number of road traffic accidents in the Vale, particularly those involving children, young people and vulnerable road users, will be reduced as a consequence of these initiatives.

### **Equal Opportunities Implications (to include Welsh Language issues)**

22. The concept of equal opportunities is a fundamental principle that underlies all of this Council's policies. Improvements to pedestrian and cycling routes in the Vale will benefit all members of the community including some of the most vulnerable road user groups.
23. There are no particular Welsh Language issues associated with these grants and all promotional material produced in association with the supported schemes will be bilingual in accordance with Council Policy.

### **Corporate/Service Objectives**

24. The proposals recommended will improve the quality of life and enhance the safety of residents and visitors in the Vale. The Schemes will also assist the Council achieve the U.K. Government and the Welsh Assembly Governments accident reduction, environmental and healthy living targets.
25. The provision of safe pedestrian and cycling routes provides alternative means of travel, and ensures good accessibility for those without access to private transport. This links with the Council's Well Being Outcome 1: An inclusive and safe vale and Outcome 2: An environmentally responsible and prosperous Vale. Specifically this report relates to Objective 3: Promoting regeneration, economic growth and employment, and the following actions:  
  
"Implement Integrated Network and Active Travel Maps to provide residents and visitors with a comprehensive information resource to travel efficiently and effectively.

### **Policy Framework and Budget**

26. This is a matter for Executive decision.

## **Consultation (including Ward Member Consultation)**

27. This report affects all areas of the Council and therefore no specific ward consultation has been undertaken.

## **Relevant Scrutiny Committee**

28. Economy & Environment

## **Background Papers**

[Appendix 1](#) - Award of Grant letter WG

[Appendix 2](#) - Award of Grant GWR

## **Contact Officer**

Clare Cameron - Principal Transport & Road Safety Officer

## **Officers Consulted**

Operational Manager - Highways & Engineering

Finance - Senior Accountant

Legal - Committee Reports

Operational Manager Accountancy

## **Responsible Officer:**

Miles Punter - Director Environment and Housing Services