

## **The Vale of Glamorgan Council**

### **Cabinet Meeting: 22 January, 2018**

### **Report of the Cabinet Member for Neighbourhood Services & Transport**

#### **Transport Grant 2017/18 & 2018/19**

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

1. To advise Cabinet of the additional funding awarded by Welsh Government for Transport 2017/18.
2. To inform Cabinet of the Transport Grant application process for 2018/19 and to seek approval to submit bids for funding consideration.

##### **Recommendations**

1. That Cabinet note the additional transport schemes that have been awarded funding for 2017/18.
2. That Cabinet note the use of delegated powers by the Head of Neighbourhood Services & Transport and the Cabinet Member for Neighbourhood Services and Transport to accept the additional funding offer to enable the schemes to be delivered within the deadline of 31st March 2018 and agree the respective uplift for that funding to be added to the Capital Programme.
3. That Cabinet approve the Local Transport Fund, Local Transport Network Fund, and Road Safety Revenue Grant bids proposed to be submitted by the deadline of 26th January 2018 and that any funding awarded by Welsh Government, is included in the Neighbourhood Services and Transport Capital Programme for 2018/19.
4. That the Head of Neighbourhood Services and Transport, be given delegated authority in consultation with the Cabinet Member for Neighbourhood Services and Transport, and the Leader, to approve the schemes, prioritise them, and submit them, for Road Safety Capital, Safe Routes in Communities and Active Travel Grants, and that any funding awarded by WG, is included in the Neighbourhood Services and Transport Capital Programme for 2018/19.
5. That for recommendation 3 above use of Article 14.14 of the Council's Constitution be authorised.

## Reasons for the Recommendations

1. To advise Cabinet of the additional funding received from WG for schemes to be progressed in 2017/18.
2. To advise Cabinet of the procedures, terms and conditions of the grant funding.
3. To agree to the proposed schemes to be submitted.
4. To give officers and members time to consider any potential schemes in accordance with the conditions of the grant.
5. To enable the bids to be submitted to Welsh Government by the 26th January, 2018 deadline.

## Background

3. 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 projects that enhance road safety and encourage sustainable travel to various key locations. A further Grant has been introduced for the next financial year which is a Local Transport Network Fund (LTNF) and has been offered to progress schemes that encourage the use of the bus as a form of transport. There is an emphasis around access to schools and key locations for these grants.
4. WG invited bids on 12th December 2017 with a deadline for submission of 26th January 2018 for LTF, LTNF and Active Travel. WG invited bids on 20th December 2017 with a deadline of 2nd February 2018 for Road Safety Revenue and Capital and Safe Routes in Communities Grants.
5. On 18th December 2017, WG offered the Council further Grant funding to deliver schemes that had been submitted earlier in 2017, but had been unsuccessful initially. [Appendix 1](#) contains the amended Grant Award Letter from WG.
6. For 2017/18 Road Safety Capital Grant, the following additional schemes have been awarded funding:
  - Road safety improvements in South Road, Sully - £252k and
  - Road Safety Improvements at Pen-Y-Turnpike Junction and associated works - £92k.
7. For 2017/18 Safe Routes in Communities Grant, the following additional scheme has been awarded funding:
  - Dinas Powys to Cosmeston and Railway Walk pedestrian / cycle route - £250k.
8. For Local Transport Fund Grant, the following additional funding has been awarded;
  - Dinas Powys Transport Network Study additional funding to cover the additional option approved by Cabinet at its meeting on September 2017 (Min C85 refers) - £20k.
  - Cardiff / Vale of Glamorgan Coastal Sustainable Transport Corridors for studies to progress schemes such as the Penarth Headland Link and the Bus Corridor works identified to go via the Barrage. This work is being delivered in partnership with Cardiff County Council - £100k.

## Relevant Issues and Options

9. The funding awarded for this financial year is currently programmed to be delivered in accordance with the submissions made to WG.

### Local Transport Fund (LTF)

10. Applications to the Local Transport Fund (LTF) should be drawn from priorities identified within Local Transport Plans. In total there is £10.0m available for applications for existing schemes and for applications for Active Travel schemes.
11. The total available for existing schemes which commenced before 2017-18 is £5.0m. Existing schemes are required to submit an updated application and the preferred maximum allocation available per scheme is £1.5m.
12. The existing LTF schemes for the Council are:
  - Dinas Powys Transport Network Study;
  - Junction 34 to A48 Transport Network Study, including the Active Travel route from Weycock Cross to Cardiff Airport and
  - Cardiff / Vale of Glamorgan Coastal Sustainable Transport Corridors.
13. The LTF has also been refocused this year to reflect the submission of the Active Travel Integrated Network Maps.
14. The Integrated Network Map development process will identify schemes for the short, medium and longer term and will provide focus on Local Authority submissions that deliver active travel schemes or packages of schemes that are well developed or ready in the short term, whilst longer term schemes will need a considerable amount of detailed design and contract preparation work.
15. The total available for new applications that support the delivery of Active Travel routes in 2018-19 is £5.0m. This funding will be allocated on a formula basis, and the Vale of Glamorgan Council has been offered an indicative allocation of £214k to cover the costs of scheme design, land acquisition and pre-works only.
16. Only schemes that have been identified on the relevant Integrated Network Map, submitted to Welsh Ministers will be considered for funding. To support their funding application, local authorities should set out how and for which schemes they intend to use their funding allocation. They should also set out which additional funding they would seek above their allocation, should additional funding become available in year. A reserve list will be drawn up on the basis of these schemes.
17. If a local authority does not intend to use their full allocation in 2018-19, they should state so clearly in their applications. Any unused funding will then be made available to reserve schemes.
18. If a local authority has been asked to carry out further work on their Integrated Network Map and it has not been accepted by the start of the new financial year, then this authority's allocation will be held until the Integrated Network Map has been accepted by Welsh Ministers.

### Local Transport Network Fund (LTNF)

19. The total available for LTNF schemes across Wales for 2018-19 is £4m. The preferred maximum allocation available per scheme from the LTNF is £1.5m and only one application will be accepted per local authority.
20. The proposed LTNF scheme for the Vale of Glamorgan Council is:

- A48 completion of upgrading of bus stops on the corridor to include Kassel Kerbs, Bus Shelters and dropped kerbs to access the footways. The Council has already approved the use of S106 funding to upgrade the bus stops at Culverhouse Cross on the A48 (£30k), and this funding could be used to match fund the bid.
21. Funding will be made direct to local authorities and will be available for 2018-19 only. Local authorities should note that Welsh Government is unable to give a commitment for grant support after 2018-19.
  22. All schemes must comply with the Active Travel (Wales) Act 2013 and its supporting guidance. Schemes that include highway improvement, construction, or traffic management must show how they comply in particular with Section 9 of the Act (Provision for walkers and cyclists in the exercise of certain functions). Funding for schemes that include walking and cycling elements will only be granted where scheme design reflects the Active Travel Design Guidance.
  23. Local authorities can work together on their applications and where relevant, local authorities should consult with the communities and stakeholders affected by the scheme and report on the process followed and feedback obtained, within their application.
  24. Schemes that include match funding will attract additional scores in the appraisal process, with schemes that demonstrate greater levels of match funding scoring higher. Applications must clearly identify the levels and sources of available match funding and confirm this will be in place to ensure the completion of the works within the 2018-19 financial year. Match funding may be from internal or external sources.
  25. All schemes must be monitored and evaluated. Local authorities are able to include the costs of monitoring for up to three years within their funding applications but these must be clearly identified. Local authorities will be required to provide WG with data on scheme outcomes achieved on an annual basis for a period of three years following completion of the scheme.
  26. Applications will be considered by a panel of WG Transport officials and relevant external stakeholders as appropriate with final decisions on funding to be made by the Cabinet Secretary for Economy & Transport.

### **Safe Routes in Communities Grant (SRIC)**

27. For SRIC Grant, it is proposed that the following scheme is submitted:
  - St Athan - Active Travel scheme. This scheme will include new and improved walking and cycling infrastructure throughout the corridor along with upgrades to crossing facilities where required and feasible.
28. Further work is ongoing to identify a further two schemes that meet the criteria of the Grant conditions. Recommendation 4 above is required to enable the two further unidentified schemes to be submitted by the deadline date. An updated report will be presented to Cabinet on the outcome of the bids, and will identify the additional schemes within the report.

### **Road Safety Capital**

29. For Road Safety Capital Grant, again, works are ongoing to identify the top three deliverable schemes to be submitted. There is particular emphasis on accident reduction for this Grant and the criteria for applications reflect this.

## **Road Safety Revenue**

30. The Council's indicative road safety revenue allocation has been reduced by £4,200 for the next financial year giving a total of £67,800. This has a negative impact on the deliverability of road safety education, training and publicity, and it is disappointing that this funding has again been reduced. However, in previous years, the WG has re-allocated underspend to the Vale of Glamorgan to allow the Council to increase provision, and there is no reason to believe that this won't happen again in-year. Notwithstanding the above, it is proposed that the following schemes are submitted:
- National Standards Cycle Training - £28k;
  - Kerbcraft / Child Pedestrian Training - £27k;
  - Motorbike Training - £5k
  - Pass Plus Cymru - £4k WG has advised that this funding would be directly paid to the provider of the scheme, which is Rhondda Cynon Taff County Borough Council. Therefore, there would be no opportunity to redirect any potential underspend for this particular project to any other scheme identified above.
  - Megadrive - £3.8k
31. The terms and conditions of the Grants mean that any works successfully funded for the year, will need to be completed by 31st March 2019.

## **Resource Implications (Financial and Employment)**

32. The funding awarded for 2017/18 is required to be spent by 31st March 2018 and cannot be carried forward to 2018/19. Any underspend will not be drawn down from WG at the end of the financial year.
33. The funding amounts for each scheme are unidentified at the time of writing the report. Studies and works are ongoing that will inform the funding required for the next financial year on all Capital schemes. It is unlikely that these figures for 2018/19 will be identified until last minute prior to the submission deadline.
34. Road Safety Revenue funding can be amended to meet demand, subject to advising the WG, with the exception of the Pass Plus Cymru element.
35. The measures contained within this report will be fully funded from the Grants. However, there is an opportunity to match fund schemes to enable them to score higher on the criteria scoring system. Some S106 funding has already been agreed by Members from the S106 sustainable transport allocations for some elements of the projects. This funding will be offered up as match funding where appropriate.
36. The priorities for the Division will need to change in accordance with the amount and type of grant available.

## **Sustainability and Climate Change Implications**

37. 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)**

38. 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**

39. 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)**

40. 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.
41. 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**

42. The delivery of the schemes funded, will assist the Council in delivering its objectives within the Corporate Plan including specific objectives within an inclusive and safe Vale, an environmentally responsible Vale and an active and healthy Vale. It will also contribute to the Well-being Goals for Wales, introduced by the [Well-Being of Future Generations Act \(2015\)](#).

### **Policy Framework and Budget**

43. This is a matter for Executive decision by Cabinet.

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

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

### **Relevant Scrutiny Committee**

45. Environment & Regeneration

### **Background Papers**

Appendix 1 - Grant Award Letter from Welsh Government

### **Contact Officer**

Clare Cameron, Principal Transport & Road Safety Officer

### **Officers Consulted**

Operational Manager - Highways & Engineering  
Finance - Senior Accountant  
Legal - Committee Reports  
Operational Manager Accountancy  
Director of Learning & Skills  
Section 106 Officer

**Responsible Officer:**

Miles Punter - Director of Environment and Housing Services