



Constructing Excellence in Wales
Going Beyond The Red Line:
Making Active Travel Work

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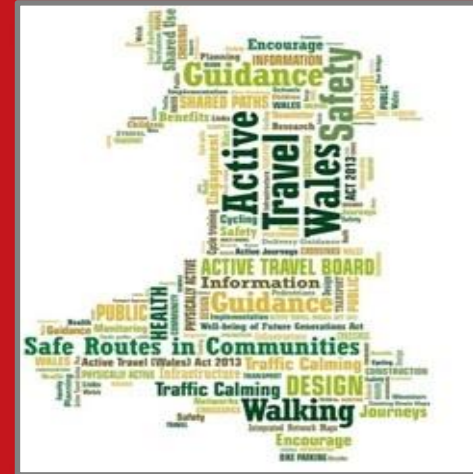
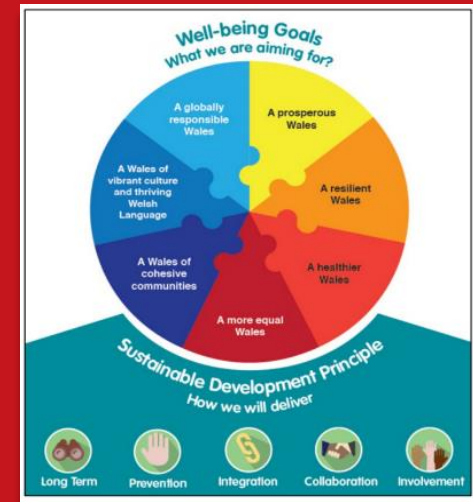


Cyngor **Abertawe**
Swansea Council



Going Beyond the Red Line

Singleton Park Active Travel Route



- What is the 'Red Line' - how does it define the programme
- Its not simply a definition of a physical project extent
- The parameters are defined through the Active Travel Act, but the outputs are underpinned by the Wellbeing and Future Generations Act
- Local Government plays a number of key roles.

The week before lockdown



MUMBLES ROAD

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- Investment driven by social and economic challenges in the area
- Associated long term health implications of failing to act



No. of households
without access to car
or van

27.5%



Proportion of 20 to
29 year olds without a
driving license

37%



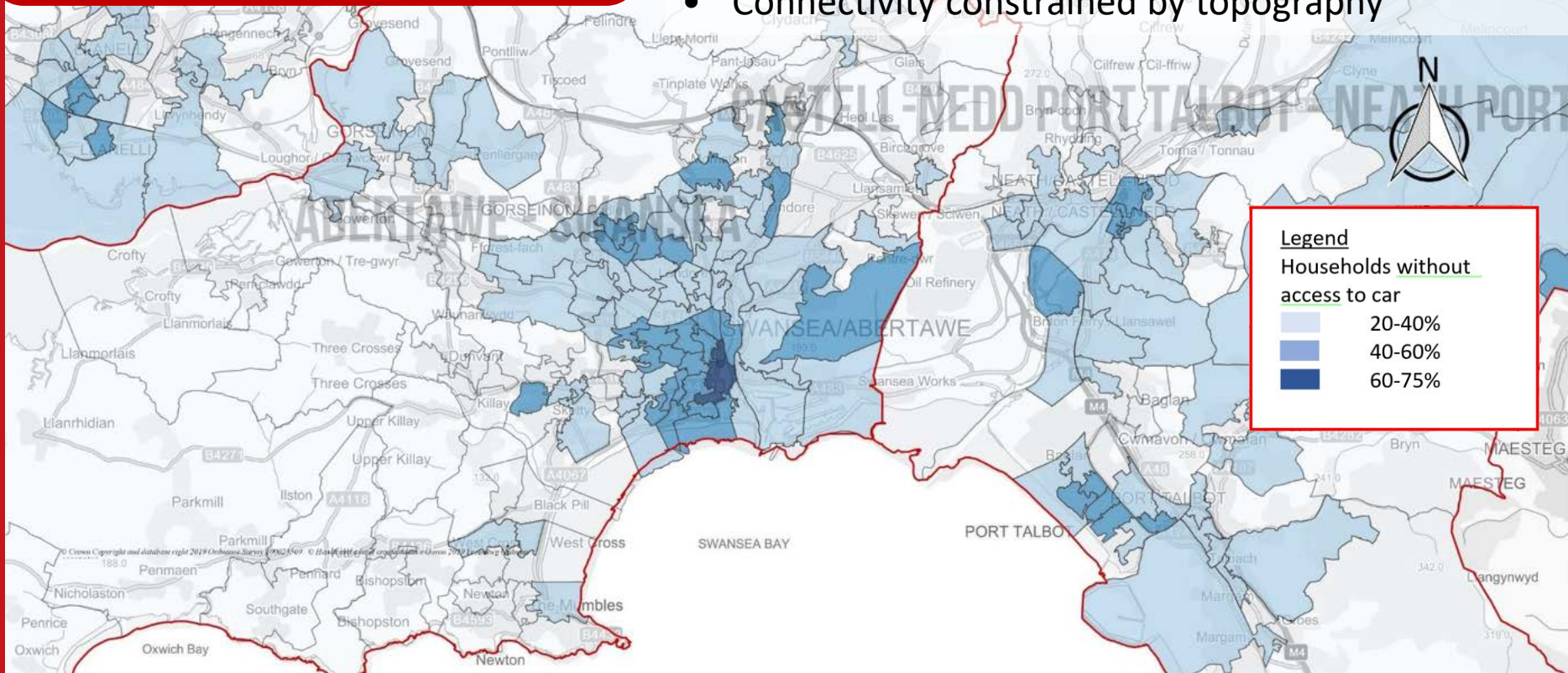
Increase in traffic since
2013 *

7.5%

- Addressing these constraints will have a profound impact on economic opportunities.

Households without access to a car

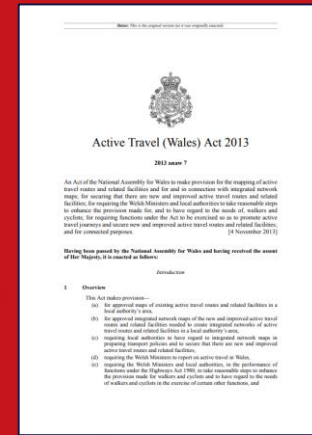
- Targeted investment to support social challenges.
- Welsh Government ambition to encourage 10% of population to cycle at least once a week.
- Connectivity constrained by topography



The Need For Change

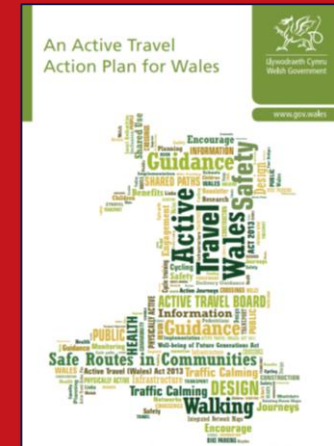


The Law



Output Standards

- The authority is seeking to double Active Travel patronage in line with Government targets
- Embedding Active Travel into everyday life.
- Raised profile of end user requirements



Outcome Standards



Planning Context

- Development Challenges
 - Project viability
 - Competing challenges within local authority
 - Schools / affordable housing.
 - Timescale
- Development Opportunities
 - Developers have the INM and strategic investment to underpin their proposals
 - Community driven schemes
- Development failings
 - Failure to acknowledge the broader strategic network
 - Proposals still consider Active Travel as an afterthought
 - Active Travel opportunities easier to deliver as part of strategic planning context



Rail Network

Local Government | Welsh Government | TfW



Bus Network

Local Government | Welsh Government | TfW



- Making the most of existing sustainable transport infrastructure
- Facilitating future transport ambitions
- The challenge of the 'final mile'
- Working with key partners to develop viable transport alternatives.
- Working with key stakeholder:

First Cymru

TfW

Santander



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Barriers to Active Travel

- Understanding the needs of end users, rather than dictating design guidance and standards.
- Reassessing the traditional approach to consultation with stakeholders.
- A flexible approach towards design that enables schemes to be bespoke to their locality.
- Ensuring that the Wellbeing goals are embedded in all stages of the project – design, consult, build, users and broader community



Barriers to Active Travel



COMPETING PRESSURES

Manifesto Commitments

Active Travel (Wales) Act

Wellbeing of Fut. Gen. Act

Planning Policy Wales

Funding

Ministerial Approval

Decarbonisation



Loss of
Parking

Lower Vehicle Speeds

Loss of Road Capacity



- Challenging political impact of proposed infrastructure.
- Early engagement with communities and ward members to evidence the wider benefits.
- Fully engaging with the community in a way that suits the specifics of the locality.
- Encourage others to develop, promote and look after the infrastructure.



Colour coded route map to define core network for users and to support forward investment programme.

YNYSTAWE LINK

Opened by Cabinet Member for Environment and Infrastructure Management
Councillor Mark Thomas
On 12th July 2019

Today marks the completion of Ynystawe Link, a shared use path, funded by the Welsh Government's Active Travel Fund. This invaluable 1.07 mile route now provides a direct link between the communities of Ynystawe and Clydach, and links to the strategic cycle network enabling onward journeys towards the City Centre and beyond.

The project was built by T Richard Jones. This local construction company has kindly supported a wider community benefit scheme aligned to the Active Travel Programme and has donated a bicycle and bicycle shelters to local schools.

The contractors constructing the active travel projects have made charitable contributions such as cycle awareness training, cycle storage facilities and bicycle prizes for cycle poster competitions at local schools, to support the wider community and promote Active Travel. The Active Travel programme has also supported two engineering apprenticeship posts.

This project is one of 10 delivered over the past 8 months, and illustrates the commitment from the Welsh Government and Swansea Council in supporting sustainable active travel in becoming a prominent, first choice of transport.

The progress made in increasing the level and quality of Active Travel routes demonstrates the commitment of the Welsh Government and Swansea Council to maximising the benefits of active travel and understands the importance of working with local communities to ensure that current and future generations have the supporting infrastructure to enable active travel journeys for all.

A project sponsored by:
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Welsh Government

TRALLWN LINK

Opened by Deputy Minister for Economy and Transport Lee Waters AM
& Cabinet Member for Environment and Infrastructure Management
Councillor Mark Thomas
On 11th April 2019

Today marks the completion of Trallwn Link, a shared use path, funded by the Welsh Government's Active Travel Fund. This invaluable 1.3 mile route now provides a direct link between the communities of Trallwn, and links to the strategic cycle network enabling onward journeys towards the City Centre and beyond.

The project was built by Ian Davies Contracting Ltd. This local construction company has kindly supported a wider community benefit scheme aligned to the Active Travel Programme and has donated high visibility jackets to local schools which will support the authority's 'walking bus' programme.

Each of the contractors constructing the active travel projects have made charitable contributions such as cycle awareness training, cycle storage facilities and bicycle prizes for cycle poster competitions at local schools, to support the wider community and promote Active Travel. The Active Travel programme has also supported two engineering apprenticeship posts.

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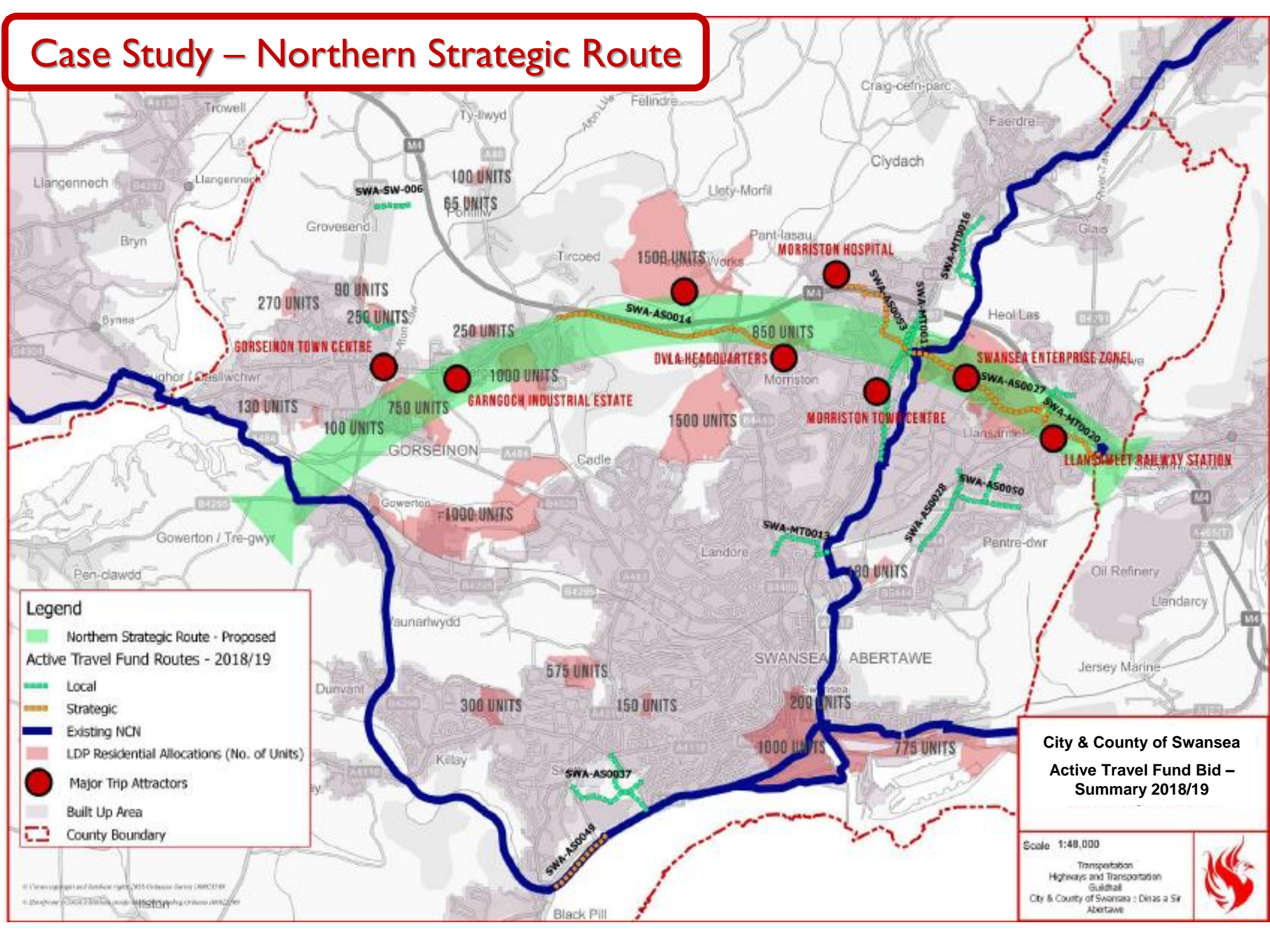


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Case Study – Northern Strategic Route

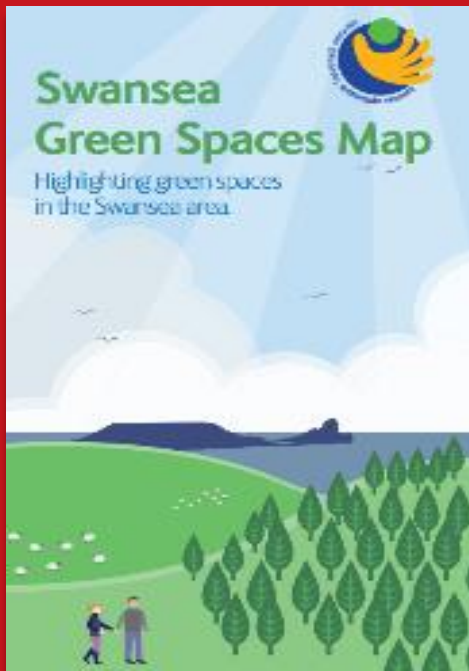






- Oli the owl wood carving
- Alignment developed with user groups to reduce speed and mitigate tree impact
- Value engineered solution – extended scope of commission

- Developing green corridors for transport and wildlife
- Match funding with Green Infrastructure Funds
- A sympathetic approach towards design.



- Proposals developed to support the Welsh Sustainable Urban Drainage policy

The majority of works are delivered via Lot 1 of the South West Wales Civil Engineering Framework.

T Richard Jones
Ian Davies Plant
Alan Williams Civil Engineering
Jones Brothers Henllan
Evan Pritchard

Alun Griffiths Civil Engineering
(Swansea Highways Partnership)



Case Study

Kevin Thomas, labourer

Kevin was employed as a groundworker after being out of work for some time. He is still with Griffiths, now being put forward for his CPCs, Site Supervisor training.

“He has proven to be a really reliable honest and hard working individual. A real find.”

Carwyn Davies,

Regional Contracts Manager for Griffiths

- Conscious effort to develop more regional Construction expertise and offer opportunities to SME's
- New Contractors have challenged the traditional suppliers in terms of price and productivity.
- All Contractors have worked to support a community programme within their region.

Beyond Bricks & Mortar

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- The programme provides an ideal opportunity for skills development due to the nature of work and the longevity of funding.
- Played a fundamental part in working with communities and Contractors to facilitate a community engagement programme
- Apprentices offer a new and exciting approach towards scheme delivery which has challenged some of our traditional practices



- A former apprentice designs the scheme at their old school.
- Supporting the STEM programme at local schools



- Bikes and scooters to schools in the local communities from the Framework Contractors.
- Children encouraged to design Active Travel posters used on site to promote the programme.
- All Contractors engaged in the programme jointly.



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- Free supply and install of cycle shelters
- Free supply and install of scooter racks

- Active Travel is targeted at offsetting commuter modes, but the authority is seeking to encourage a multi-generational approach

- Free bike repair and servicing workshops using schools as local hubs
- Hugely successful in developing community links, whilst promoting the wider programme.



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Active Travel briefing as part of Road Safety education



Education art programme – tailored to promote Active Travel

- Working in Partnership with SME's. Aligning community benefit opportunities with Road Safety Programme.
- School liaison helped promote broader community engagement and families of all generations
- Maximising limited Road Safety funds
- Highlighting the health benefits, whilst also improving awareness of the practical and safety implications.
- Making Active Travel the first thought, not the last.
- Children can educate the parents.



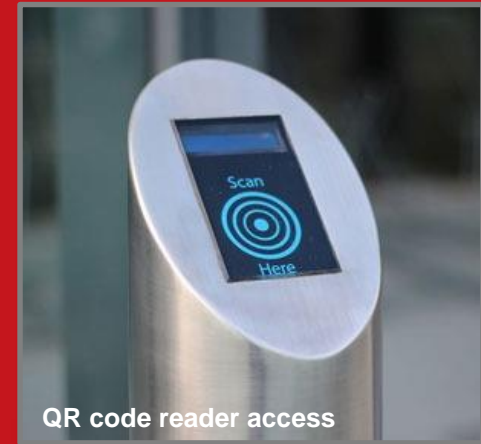
Deputy Minister for Economy and Transport Lee Waters at the opening of the Trallwn Active Travel Scheme

Enhancing the User Experience



Cycle hubs located at key nodes around the city

- Development of new cycle hubs around Park and Ride sites
- Expansion of cycle hub principle within the city centre
- Financial incentive to park outside of city



QR code reader access

- Enhance user experience
- High Quality storage facilities
- Bike maintenance and repair stands
- City Centre cycle lockers



Eco cycle shelters



Bike maintenance and repair stands



Cycle lockers

- Consideration of scheme location as well as who it serves. Often we provide infrastructure well, but don't link up with the communities its designed to serve.
- As an authority have a unique opportunity to deliver schemes that align with a number of policies

Ongoing Challenges

- Private developers continue to see Active Travel as a means to reduce project cost and thereby don't often consider the real opportunities
- Sustainable Drainage (SAB)
- Regional skills challenge – use programme longevity to develop skill

