



Dinas a Sir Abertawe

Hysbysiad o Gyfarfod

Fe'ch gwahoddir i gyfarfod

Pwyllgor Trawsnewid Gwasanaethau Newid yn yr Hinsawdd ac Adfer Natur

Lleoliad: Cyfarfod Aml-Leoliad - Ystafell Gloucester, Neuadd y Ddinas / MS Teams

Dyddiad: Dydd Llun, 16 Hydref 2023

Amser: 3.00 pm

Cadeirydd: Y Cynghorydd Rebecca Fogarty

Aelodaeth:

Cyngorwyr: M Baker, O G James, S E Keeton, H Lawson, A J O'Connor, D Phillips a/ac S J Rice

Gwyltio ar-lein: <https://bit.ly/3RHikzq>

Agenda

Rhif y Dudalen.

- | | | |
|----------|---|---------------|
| 1 | Ymddiheuriadau am absenoldeb. | |
| 2 | Derbyn datgeliadau o fuddiannau personol a rhagfarnol.
www.abertawe.gov.uk/DatgeluCysylltiadau | |
| 3 | Cofnodion:
Cymeradwyo a llofnodi, fel cofnod cywir, gofnodion y cyfarfod(ydd) blaenorol. | 1 - 5 |
| 4 | Strategaeth Trafnidiaeth Gynaliadwy Gorfforaethol 2020-2030. | 6 - 30 |
| 5 | Cynllun Gwaith. | 31 |

Cyfarfod nesaf: Dydd Llun, 11 Rhagfyr 2023 am 3.00 pm

Huw Evans
Pennaeth y Gwasanaethau Democraidd
10 Hydref 2023

Cyswllt: Gwasanaethau Democraidd - (01792) 636923

Agenda Item 3



Dinas a Sir Abertawe

Cofnodion Cyfarfod Pwyllgor Trawsnewid Gwasanaethau Newid yn yr Hinsawdd ac Adfer Natur

Cyfarfod Aml-leoliad - Ystafell Gaerloyw, Neuadd y Ddinas /
MS Teams

Dydd Llun, 4 Medi 2023 am 3.00pm

Yn bresennol: Y Cyngorydd R Fogarty (Cadeirydd) fu'n llywyddu

Y Cyngorydd(wyr)

S E Keeton
S J Rice

Y Cyngorydd(wyr)

M Baker

Y Cyngorydd(wyr)

H Lawson

Hefyd yn bresennol

C Anderson
D H Hopkins
A S Lewis

Aelod y Cabinet dros y Gymuned (Gwasanaethau)
Aelod y Cabinet dros Wasanaethau Corfforaethol a
Pherfformiad
Aelod y Cabinet dros Drawsnewid Gwasanaethau

Swyddog(ion)

Christina Derrick
Deb Hill
Chris Howell
Rachel Lewis
Paul Meller
Jeremy Parkhouse
Matthew Perkins
Jane Richmond
Mark Wade
Jonathan Wills

Cydlynnydd y Bartneriaeth Natur Leol (PNL)
Arweinydd y Tîm Cadwraeth Natur
Pennaeth Rheoli Gwastraff
Rheolwr Prosiect
Rheolwr Is-adran yr Amgylchedd Naturiol
Swyddog y Gwasanaethau Democrataidd
Arweinydd Grŵp Rheoli Gwastraff
Rheolwr Prosiect – Newid yn yr Hinsawdd Strategol
Cyfarwyddwr Lleoedd
Cyfreithiwr Arweiniol

Ymddiheuriadau am absenoldeb

Y Cyngorydd(wyr): O G James and A J O'Connor

15 Datgeliadau o Fuddiannau Personol a Rhagfarnol

Yn unol â'r Côd Ymddygiad a fabwysiadwyd gan Ddinas a Sir Abertawe, datganwyd y buddiannau canlynol: -

Datganodd y Cyngorydd S J Rice gysylltiad personol â Chofnod Rhif 17 - Cynllun Gweithredu Adfer Natur Lleol ar gyfer Abertawe.

16 Cofnodion:

Penderfynwyd cymeradwyo cofnodion y Pwyllgor Trawsnewid Gwasanaethau Newid yn yr Hinsawdd ac Adfer Natur a gynhaliwyd ar 17 Gorffennaf 2023 a'u llofnodi fel cofnod cywir.

17 Cynllun Gweithredu Adfer Natur Lleol ar gyfer Abertawe

Cyflwynodd Deborah Hill, Arweinydd y Tîm Cadwraeth Natur, adroddiad a oedd yn gofyn am gefnogaeth y Pwyllgor ar gyfer y Cynllun Gweithredu Adfer Natur Lleol drafft ar gyfer Abertawe.

Amlinellwyd bod Cynlluniau Gweithredu Adfer Natur Lleol yn gynlluniau partneriaeth anstatudol a gynhyrchir gan y Partneriaethau Natur Lleol (PNLLau) yn yr awdurdod lleol neu'r Parc Cenedlaethol perthnasol yng Nghymru. Mae pob Cynllun Gweithredu Adfer Natur Lleol yn cyd-fynd â, ac yn cael ei lywio gan bolisi bioamrywiaeth cenedlaethol Cymru sef y Cynllun Adfer Natur.

Cynllun Gweithredu Adfer Natur Cymru yw'r Strategaeth Bioamrywiaeth a'r Cynllun Gweithredu ar gyfer Cymru ac mae'n disgrifio sut yr eir i'r afael â Chynllun Strategol ar gyfer Bioamrywiaeth Confensiwn Rhaglen Amgylcheddol y Cenhedloedd Unedig ar Amrywiaeth Fiolegol (a'r Targedau Bioamrywiaeth Aichi cysylltiedig ar gyfer 2011-20 yng Nghymru) yng Nghymru.

Roedd yr adroddiad yn darparu manylion cefndir a'r argyfwng natur. Ychwanegwyd bod Cynllun Gweithredu Adfer Natur Lleol Abertawe yn nodi blaenoriaethau ar gyfer mynd ati i adfer natur yn Abertawe fel themâu gweithredu. Fe'u llywiwyd ar y lefel uchaf gan y chwe amcan a'r pum thema gweithredu yng Nghynllun Gweithredu Adfer Natur Cymru, ond roedd gwybodaeth a blaenoriaethau lleol yn sail iddynt, yn ogystal â'r themâu a amlygwyd yn Natganiad Ardal De-orllewin Cymru a'r Datganiad Ardal Morol.

Roedd 25 o themâu gweithredu yng Nghynllun Gweithredu Adfer Natur Lleol drafft Abertawe: Bwriedid i'r themâu gweithredu fod yn fwy cul o ran ffocws na'r chwe amcan yng Nghynllun Gweithredu Adfer Natur Cymru i arwain camau gweithredu partneriaid PNL, ond hefyd yn ddigon eang i weithredu fel ymbarél ar gyfer camau gweithredu partneriaid gan fod PNL Abertawe yn bartneriaeth amrywiol. Darparwyd amserlen ddatblygu ar gyfer Cynllun Gweithredu Adfer Natur Lleol Abertawe hefyd.

Trafododd y Pwyllgor y canlynol: -

- Llygredd mewn afonydd, dŵr ffo yn mynd i mewn i afonydd a'r sicrwydd a ddarparwyd yn y Cynllun Datblygu Lleol (CDLI).
- Gweithio mewn partneriaeth gyda Cyfoeth Naturiol Cymru (CNC).

Diolchodd y Cadeirydd i'r swyddogion am y gwaith a wnaed wrth lunio'r adroddiad.

Penderfynwyd: -

- 1) Bod y Pwyllgor Trawsnewid Gwasanaethau (PTG) Newid yn yr Hinsawdd ac Adfer Natur yn nodi pwysigrwydd Cynllun Gweithredu Adfer Natur Lleol Abertawe fel fframwaith partneriaeth hollgynhwysol er mwyn mynd ati i Adfer Natur.
- 2) Bod y PTG yn cymeradwyo'r Cynllun Gweithredu Adfer Natur Lleol drafft cyn iddo gael ei gyflwyno i'r cyngor am gymeradwyaeth.

18 Strategaeth Gwastraff y Dyfodol

Cyflwynwyd adroddiad gan y Cyng. Anderson, Aelod y Cabinet dros Gymunedau, a Chris Howell, Pennaeth Gwastraff, Glanhau a Pharciau, a oedd yn ceisio barn y Pwyllgor mewn perthynas â strategaethau gwastraff yn y dyfodol.

Amlinellwyd cefndir Strategaeth Gwastraff 2022-2025 ac amlygwyd bod yr holl gamau gweithredu i wella gwasanaethau sy'n gynwysedig yn strategaeth bresennol wedi cael eu rhoi ar waith. Roedd hyn yn golygu bod y cyngor wedi cyflawni cyfradd ailgylchu o dros 70% yn 2022/23, ddwy flynedd yn gynt na'r hyn sy'n ofynnol gan ddeddfwriaeth. Yn ogystal â chyflawni lefel uchel o ailgylchu, roedd y meincnodi ariannol mwyaf diweddar gan CLILC o 2021/22 yn dangos bod y cyngor wedi darparu'r gwasanaeth rheoli gwastraff mwyaf cost-effeithiol yng Nghymru (h.y. y cost net isaf fesul aelwyd).

Ychwanegwyd bod y gwasanaeth rheoli gwastraff yn archwilio sut y gellid datblygu strategaeth gwastraff ar gyfer y dyfodol i sicrhau bod y cyngor yn parhau i gyflwyno gwasanaeth hynod effeithiol a chost-effeithiol a hefyd leihau allyriadau carbon ymhellach.

Disgwylid y byddai'r cyngor yn llwyddo i leihau carbon yn bennaf drwy leihau gwastraff gweddilliol drwy gynyddu ailgylchu, newidiadau i ffynhonnell bŵer a/neu ddefnyddio cerbydau casglu a lleihau'r defnydd o sachau ailgylchu plastig.

Byddai lleihad mewn gwastraff gweddilliol yn cael ei gyflawni drwy ddargyfeirio mwy o wastraff o driniaeth thermol (egni o wastraff) i aildefnyddio neu ailgylchu drwy ehangu nifer y ffrydiau ailgylchu a gasglwyd wrth ymyl y ffordd.

Ar ben hynny, yn unol â Strategaeth Llywodraeth Cymru, byddai casglu deunyddiau ailgylchu ychwanegol o ymyl y ffordd, fel deunydd lapio plastig, cartonau a thecstilau yn cael ei dreialu i asesu ar gyfer symiau, ansawdd, marchnadoedd ailgylchu a chynnaladwyedd.

Ychwanegwyd ymhellach y gallai allyriadau cerbydau gael eu lleihau o bosib drwy: -

- Gyflwyno casgliadau gardd tymhorol a fyddai'n lleihau'r milltiredd a deithiwyd;
- Ystyried newid i gerbydau allyriadau isel amgen (e.e. trydan neu hydrogen).

Roedd y pwyllgor wedi gofyn i'r maes gwasanaeth i ymchwilio i ddichonoldeb darparu cynwysyddion â chloriau ar gyfer casgliadau gwydr a chaniau. Darparwyd enghraifft.

Trafododd y Pwyllgor y canlynol: -

- Y cam cadarnhaol i ychwanegu deunyddiau ailgylchu at gasgliadau ymyl y ffordd.
- Y broses wahanu fwriadedig sy'n cael ei hystyried gan y maes gwasanaeth.
- Y cynnig i atal casgliadau gwastraff gardd ym mis Rhagfyr/Ionawr.
- Adborth ar ôl treialu'r cerbyd casglu a bwerir gan drydan a'r ffocws ar leihau milltiredd.
- Adborth ynghylch y bin enghreifftiol a ddarparwyd.
- Sut nad oedd biniau ailgylchu sefydlog yn ffynhonnell ailgylchu dda oherwydd halogiad.
- Byddai cynllun dychwelyd ernes Llywodraeth Cymru yn annog y cyhoedd i ddychwelyd cynnyrch ac felly lleihau gwastraff.

Penderfynwyd: -

- 1) Mewn egwyddor y byddai'r Pwyllgor yn gefnogol o'r potensial ar gyfer strategaethau gwastraff y dyfodol i anelu at leihau gwastraff gweddilliol, a fyddai yn ei dro yn arwain at gyfraddau ailgylchu uwch a'r arbedion carbon canlyniadol.
- 2) Mewn egwyddor, fod y Pwyllgor yn cefnogi'r opsiynau i leihau'r defnydd o danwydd yn y dyfodol ar gyfer cerbydau casglu gwastraff.
- 3) Bod y pwyllgor yn cefnogi'r defnydd o'r cynhwysydd aildefnyddiadwy a ddarparwyd, ar yr amod bod teuluoedd mwy yn cael sawl blwch.

19 Cynllun Gwaith

Cyflwynodd y Cadeirydd adroddiad diweddaredig am y Cynllun Gwaith.

Penderfynwyd nodi cynnwys yr adroddiad.

Daeth y cyfarfod i ben am 3.39 pm

Cadeirydd

1.

2.

(A)

(B)

Agenda Item 4



Report of the Director of Place

Climate Change & Nature Recovery Service Transformation Committee –
16 October 2023

Corporate Sustainable Transport Strategy – 2020-2030

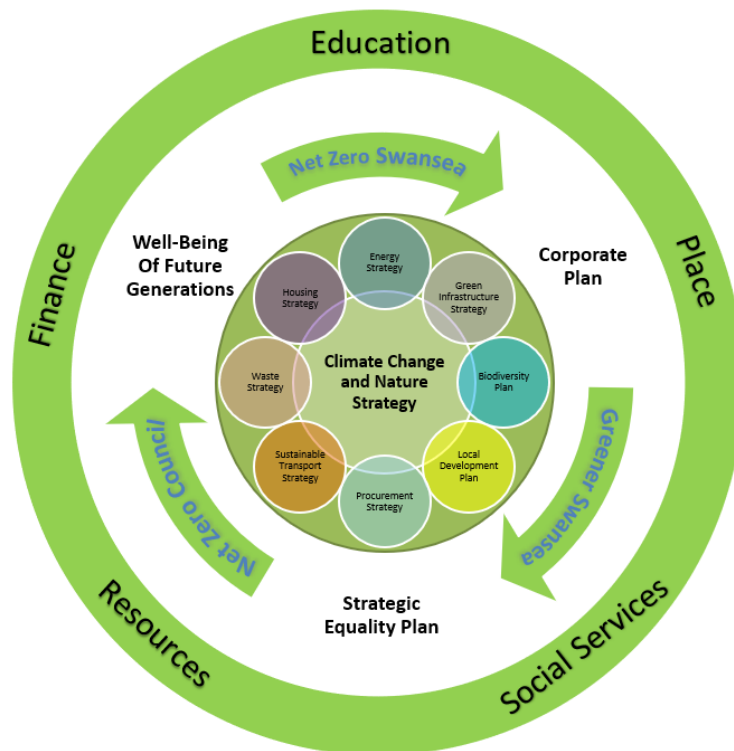
Purpose:	The report asks members to give their views and comments on the draft Sustainable Transport Strategy 2020-2030.
Policy Framework:	Climate Change & Nature Recovery Strategy
Consultation:	Access to Services, Finance, Legal. All service areas with responsibilities within the action plan.
Recommendation(s):	It is recommended that: - 1. The Committee gives their views on the draft Sustainable Transport Strategy and Action Plan prior to the final version being forwarded to Cabinet for approval.
Report Author:	Ioan Brannigan
Finance Officer:	Ben Smith
Legal Officer:	Debbie Smith
Access to Services Officer:	Rhian Millar

1. Background

- 1.1 Climate change is resulting in serious global challenges such as rising global temperatures, changing weather patterns, rising sea levels, and increased extreme weather. The effects of climate change are already being felt in Swansea, where flooding, extreme storms and wildfires are all causing significant local impacts. Forecasts anticipate hotter, drier summers and milder, wetter winters, while extreme weather events are expected to increase.
 - 1.1.1 In 2019, Swansea Council declared a Climate Emergency and followed this up with an action plan to reduce its organisational emissions. A policy

review was undertaken to ensure the Council tackle climate change as part of everything it does and plans for engagement with partners and citizens were established to strive for a net zero carbon Swansea.

- 1.1.2 On December 3rd 2020, Cabinet was presented with a report highlighting a recommended approach to deliver upon the Council’s commitment to its Climate Emergency Declaration. One of the key actions from the Notice of Motion (NoM) was to review the current policy framework to establish how this could contribute to the achievement of net zero carbon and the climate emergency response. Over 100 Council policies were reviewed, and these were distilled down into 8 key themes encompassed within a policy framework:



- 1.1.3 Grouping key policies into a framework helped identify gaps and it was agreed that an overarching Swansea Council, Sustainable Transport Strategy should be established to inform and guide Council Departments on what is expected of them when undertaking transport related activities. Within the wider framework the strategy should be considered in context, recognising the transport contribution to the whole, including the relationship with procurement policy, planning policy, estates and asset management.

- 1.2 Within the Sustainable Transport Strategy only the transport related elements are in scope. The Sustainable Transport Strategy will be a live document which:

- Describes the strategic context and framework within which transport measures must be delivered;
- Sets out Swansea Councils ambitions for Sustainable Transport;
- Focuses initially, primarily, on how sustainable transport measures can support the goal of making Swansea Council a net zero carbon emissions organisation by 2030; and
- Adopt the Regional Transport Plan (led by the South West Wales Corporate Joint Committee) as a future strategy which will provide the basis for working towards the wider goal for the City and County of Swansea, its major employers, its citizens and businesses to achieve net zero carbon by 2050.

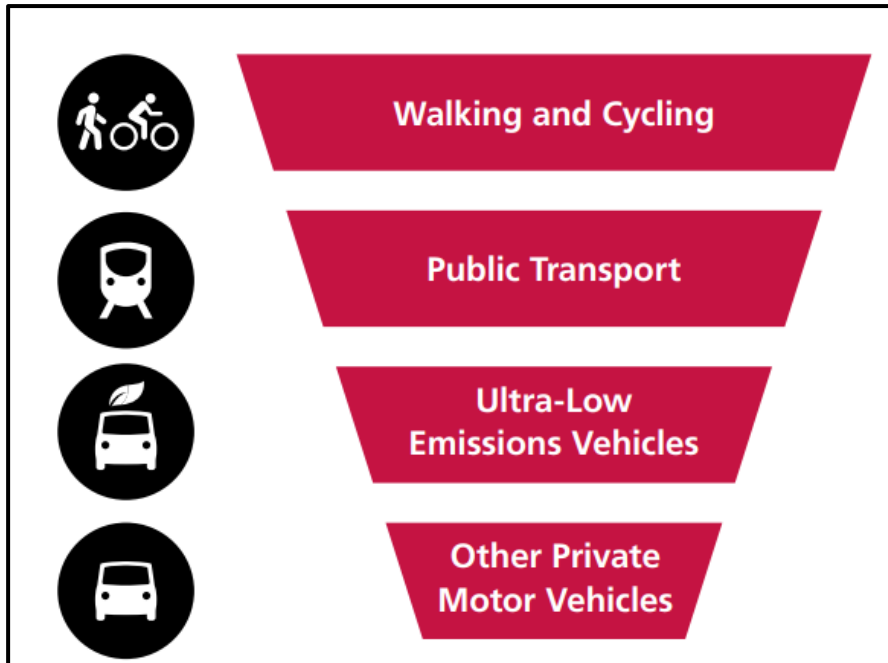
2. Policies and Strategic Context

2.1 National

In July 2021 Welsh Government published Llwybr Newydd - the Wales Transport Strategy. Llwybr Newydd provides a comprehensive overall strategy for transport. It focusses on and sets out the Welsh Governments vision on how the transport system can help deliver priorities for Wales, helping to put Wales on a “pathway to creating a more prosperous, green and equal society.”

The strategy takes account of the Welsh Governments Well-being ambitions, the Five Ways of working and places an emphasis on these priorities when considering public transport, active travel, roads, streets and parking, with the aim of delivering an accessible, sustainable and efficient transport system. Current and future commitments to decarbonisation, the governments duty as the Highway Authority within Wales, and the duties set out for the Government within the 2010 Equality Act are considered.

Llwybr Newydd’s priorities for transport focus on providing sustainable options for people and businesses, placing walking and cycling at the top of a Sustainable Transport Hierarchy:



The stated priorities of the strategy are:

- Priority 1: Bring services to people in order to reduce the need to travel
- Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and
- Priority 3: Encourage people to make the change to more sustainable transport.

Complementing Llwybr Newydd, a new National Transport Delivery Plan has been developed by Welsh Government setting out in more detail what transport developments are expected in Wales based on funds available. This plan will inform the Regional Transport Plans due to be established by the South West Wales Corporate Joint Committee, including the South West Wales Regional Transport Plan, which will reflect the proposed goals for the Councils across the region.

In September 2022, the Wales Roads Review panel submitted their final report outlining key recommendations for the future policy direction of road related transport schemes in Wales. The review was commissioned in response to concerns regarding the alignment of some road investments with Welsh Government policies, including Llwybr Newydd, Net Zero Wales and the seven Well-Being goals. The report made 51 recommendations on the future of road transport in Wales, emphasising the need for all new roads to contribute towards achieving modal shift, ensuring that future road investments do not increase demand for private car usage. Following the Roads Review, Welsh Government are

committed to reducing and re-prioritising investments in new road schemes to support modal shift away from private vehicles and reduce carbon emissions.

These plans provide the backdrop against which Welsh Government prioritise and fund programmes of work submitted in bid form by the Local Authorities on an annual basis. This means that bids are more likely to be successful if they align closely with the Regional Plans and Welsh Government aspirations. Local Councils not only have a statutory duty to deliver services in Wales but in the case of transportation are also heavily reliant on the funding provided by Welsh Government for the expansion of, and improvements, to the current network.

In 2013, the Active Travel (Wales) Act and associated Design Guidance were published requiring local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare and publish maps identifying current and potential future active travel routes. The latest Active Travel Network Map (ATNM) for Swansea was approved by Welsh Government in August 2022, and is now used by Swansea Council as a basis for planning the development of all future walking and cycling routes in Swansea. The ATNM is downloadable on the Swansea Council website ([Active Travel \(Wales\) Act 2013 - Swansea](#)) and is accessible via the Welsh Government mapping system, “Data Map Wales” (<https://datamap.gov.wales/>).

Additional climate priorities and strategies adopted by national government in recent years include:

- The Environment (Wales) Act 2016 (Amendment of 2050 Emissions Target) Regulations 2021 increased the emissions target to “at least 100% lower than 1990 levels by 2050”. This is otherwise known as the Net Zero target.
- In their Net Zero Wales Carbon Budget 2: 2021 – 2025 (2021) Welsh Government outlined their aspirations to accelerate the uptake of zero emission cars and vans. By 2025 they will deliver a network of electric vehicle (EV) charging points on the strategic trunk road network every 20 miles across Wales to facilitate easier long-distance travel and will ensure that there is at least one publicly accessible charge point for between every 7 and 11 electric cars. All new public sector cars and light goods vehicles should be zero/ultra-low emission by 2025 and heavy goods by 2030. Swansea will strive to align with the Net Zero Wales Carbon Budget 2 (2021-2025), embracing the Team Wales approach.

2.2 Regional

As part of the regional agenda, the four South-West Wales local authorities - Carmarthenshire, Pembrokeshire, Neath Port Talbot and Swansea work together to develop regional transport projects which aim to improve connectivity and opportunity for travel in South West Wales and beyond.

Together with Welsh Government and Transport for Wales, work is progressing on the Swansea Bay and West Wales Metro, which aims to develop and deliver measures to improve sustainable transport options in the South West Wales region. The vision for the Metro is as follows:

“The Swansea Bay and West Wales Metro will create a modern, sustainable and joined-up transport network - including trains, buses, walking and cycling - that will enable everyone access to reliable, convenient and affordable travel, and support our growth and ambition as a region.”

The ambition of Metro is to make it easier for residents to commute to work, access public services and leisure destinations, as well as make it easier for visitors to fully explore the diverse wealth of natural landscapes and leisure opportunities the region has to offer. The Swansea Bay and West Wales Metro will also help residents and visitors make more sustainable travel choices by making public transport and active travel (such as cycling, walking or wheeling) a realistic alternative to the car. This will significantly contribute towards achieving modal shift, thereby reducing carbon emissions and pollution across the region, and improving prosperity, health and wellbeing within communities. As well as improving connectivity between communities, both urban and rural, within the region, Metro also proposes to deliver faster rail services between Milford Haven, Carmarthen, Swansea and Cardiff, improving connectivity within the region and beyond.

Welsh Government have recently established four Corporate Joint Committee's (CJC) across Wales, including the CJC for South-West Wales which is made up of the four local authorities and two national park authorities in the region. The CJC will build on the strong partnership arrangements already in place, putting strategic planning for transport, energy and economic development on a strong footing as well as paving the way for the region to produce its first Strategic Development Plan and the next Regional Transport Plan.

The South-West Wales Regional Transport Plan (RTP) will set the policies for implementing Llwybr Newydd at a local and regional level, considering the National Transport Delivery Plan for Wales, the Swansea Bay and West Wales Metro, and other statutory duties and policies developed by the Welsh Government. The RTP should identify key transport challenges and opportunities relevant to the region and will put in place the short-term transport policies and interventions to be delivered in the five-year period between 2025 and 2030, and the medium- and longer-term aspirations up to 2050. Strategic-level ambitions and innovative policies to be developed in the RTP will support economic growth, encourage modal shift away from

private car use, and reduce the negative environmental impact of the transport network. Responsibility for developing the RTP will sit with the CJC, and the duty of delivering RTP policies and priorities will be taken forward by the four local authorities in the South-West Wales region.

Under The Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021, the CJC must develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within its area. It is proposed that the RTP Implementation Plan will set out the strategic case against the RTP which must focus on modal shift and align and be consistent with the Wales Transport Strategy. The plan must also take account of the various other policy drivers in place both at local, national and UK-wide level, and have regard to the transport needs of disabled people (within the meaning of the Equality Act 2010) and of persons who are elderly or who have mobility problems.

A timeline for delivery will be required for the various stages of RTP development, aligned with the dates of future CJC and CJC Transport Sub-Committees to ensure that the governance of the CJC and required approvals are accounted for in the timeline for delivery.

The CJC transport sub-committee sit below the CJC in the governance structure and are responsible for defining strategic priorities to enable the delivery of the transport objectives for regional transport projects.

2.3 Local

Swansea Council is a signatory of the Swansea Bay Healthy Travel Charter which was launched in May 2022. The Charter contains a series of actions that 11 leading organisations have signed up to, underscoring commitments to advancing walking and cycling, public transport, and ultra-low emission vehicle use across the Swansea Bay region. The actions include establishing a network of sustainable travel champions within each organisation, developing targeted communication campaigns for staff, offering and promoting cycle to work schemes and promoting public transport discounts. Collaborative efforts between organisations will help facilitate both staff and visitors to adopt sustainable modes of travel, contributing to a greener, healthier and more resilient Swansea Bay region.

The City and County of Swansea's Corporate Plan provides a strategic framework to meet the council's well-being statement and key priorities, which are a requirement of the Well-being of Future Generations (Wales) Act 2015. Within this context, transportation methods and connectivity are particularly important in achieving three of the six well-being objectives outlined in the visionary plan for 2023-2028. These are:

- Transforming Swansea's Economy and Infrastructure
- Tackling poverty
- Delivering on Nature Recovery and Climate Change.

The 'Delivering on Nature Recovery and Climate Change' objective was recently adopted to place particular emphasis on addressing the long-term challenges arising from climate change and the threat to biodiversity. Swansea's own capital grant funded programmes, such as active travel, targets reductions in vehicular dominance by providing direct, high quality, safe alternatives to vehicular travel.

In December 2020, the Council signed the Swansea Council Charter on Climate Action, establishing commitments to take action on climate change, biodiversity and nature. Its partners at Swansea Public Services Board and others are also signing up to the Charter and setting out their commitments. Citizens, businesses, community/voluntary groups, schools and young people have been encouraged to make their own pledge and join together in working for a Net Zero, Greener Swansea by 2050. Some examples of the commitments that were outlined Charter are listed below:

- Reduce driving by walking or cycling
- Shop locally and support local businesses
- Cut back on flying
- Reuse and repair rather than replace items

Since signing the charter, the Council has also made progress on their target for achieving net zero by 2030. Within a transport context, Swansea has made significant steps towards delivering transport infrastructure projects which support modal shift away from private vehicles and reduce carbon emissions. Swansea Council has an ambitious active travel programme which supports new and improved walking and cycling routes which connect residents with key strategic destinations across Swansea and make travelling actively safer and more accessible. The City and County of Swansea is now host to over 141 km of walking and cycling routes, establishing a network of safe routes for people to undertake active travel journeys to work, school, public transport interchanges and so on. The Active Travel (Wales) Act 2013 places a legislative requirement on local authorities to plan for, improve, and promote routes for walking and cycling for everyday journeys. This commitment is reflected in the annual submission of capital grant funding applications, which facilitates the ongoing expansion and improvement of active travel infrastructure in Swansea.

As new capital grant funding opportunities have emerged, Swansea Council has also intensified efforts to increase the number of publicly

available EV charge points in council owned car parks. Council owned charge points account for 48% of the total coverage of the EV network in Swansea, complementing the commercial offering that is already in place. The provision of council owned charge points not only encourages EV adoption but also establishes a conducive environment that increases commercial opportunities for the private sector to invest in their own public EV charging infrastructure. Investment in charging infrastructure will ensure that charging provision is available and reliable for those who live, work, visit and travel through the area, improving public confidence and meeting Welsh Government ambitions of a low carbon, low emission transport system in Wales.

3. Vision, Aims and Objectives

3.1 A great deal of positive work has been carried out already, which the Council is looking to bring together into a single, overarching, Sustainable Transport Strategy. The strategy addresses all aspects of Council transport provision and related activities, including how Council staff and others access Council premises, Council in-house fleet operations, the grey fleet (personal mileage by employees), departmental transport and commissioning, transport planning and delivery.

3.1.1 The overall vision for the Swansea Council, Sustainable Transport Strategy is:

“To set out how, both in the medium and long term, the Council will achieve its net zero commitments through actions across its transport activities, the transport sector and by championing sustainable transport solutions and climate action with relevant stakeholders across all sectors”

3.1.2 To underpin this vision the Councils Highways and Transportation Service and Central Transport Unit will ensure that Swansea’s transportation infrastructure and services are developed in a sustainable manner to meet the needs of the Council, City and wider City Region.

3.2 Aims and Objectives

3.2.1 Swansea Council will undertake its statutory duties and deliver Council services in a manner which contributes towards the establishment of a sustainable low carbon economy. Working with Welsh Government and regional partners, and putting a Sustainable Transport Strategy at the heart of Council services will help deliver real benefits to society, the economy and the environment, for both current and future generations.

3.2.2 The Council will deliver a strategy which focuses on:

- I) Swansea Council taking actions consistent with achieving net zero carbon by 2030 on its own in scope emissions; and
- II) Adopt a refreshed Regional Transport Plan (led by the South West Wales Corporate Joint Committee) which will provide a plan in-line with the Wales Transport Strategy, which will support the City and County of Swansea, its major employers, its citizens and businesses in achieving net zero carbon by 2050.

3.2.3 The following key objectives have been identified for the strategy

- Objective 1: To reduce carbon and other damaging emissions as well as energy consumption associated with all Council transport activities (2030 target);
- Objective 2: To utilise more environmentally friendly modes of transport in our own operations and encourage this amongst both staff and suppliers when travelling to/from or undertaking Council business, to drive down our carbon footprint (2030 target);
- Objective 3: To adopt a refreshed Regional Transport Plan and continue to work with Welsh Government, regional and private partners to develop and promote more sustainable transport options across the County and the Region; (2050 target);

3.2.4 Through implementation of the Sustainable Transport Strategy and Regional Transport Plan, Swansea Council will mitigate the effects of climate change by reducing their own carbon emissions, whilst promoting and enabling greener transport options for residents, businesses and visitors to the City and Region.

4. Strategic Context

4.1 The Stakeholders

4.1.1 Within the Council, a lead has been taken by the members and Chief Executive declaring a climate emergency, and an action plan to reduce its organisational emissions has been established. In line with Welsh Government, targets have been set for the council to achieve net zero by 2030 and for the Swansea area as a whole to achieve net zero by 2050.

4.1.2 The Chief Executive of the Council is responsible for establishing and integrating the eight new strategies identified as necessary for the Council to address climate change. There is a corporate responsibility to communicate, monitor, review and revise each strategy as necessary and ensure they are co-ordinated to support and align with one another. Within this Sustainable Transport Strategy there are two key corporate actions; to establish a Council wide Travel Plan Framework and to undertake a Grey Fleet Review, with both to be informed by a council wide travel survey.

4.1.3 All Council staff will be encouraged to promote and implement this strategy, and to consider their personal transport choices when accessing the workplace or elsewhere.

5. How We Will Deliver

5.1 The action plan provided as appendix A sets out a roadmap for meeting the key objectives outlined in the strategy. It defines the framework for achieving desired net-zero outcomes by identifying measures and principles that can bring about transport behavioural change at three levels:

- Corporate – Measures and principles that apply Council wide; i.e. across all departments and staff.
- Departmental – Measures and principals that each Council department should adopt when developing transport services and infrastructure relevant to their particular function.
- Transport Specific – Particular measures and principles to be used by the two Council departments with direct responsibility for transport planning and delivery (ie the Highways and Transportation department and Central Transport Unit)

6. Communications

6.1 The Sustainable Transport Strategy will be embedded within the Council Corporate Plan and budget setting process. It will be communicated to all Council staff via the usual channels, including the Council website, social media and staff briefings. Heads of department, in conjunction with team leads, are charged with the responsibility to deliver the strategy in their department. An annual Council wide travel survey will be undertaken to monitor the effectiveness of the implementation of the strategy and used to refine or update the strategy as necessary.

7. Integrated Assessment Implications

7.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

7.1.1 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

7.1.2 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

7.2 This agenda does not present any negative impacts.

8. Financial Implications

8.1 There are no direct financial implications associated with this report. However, it is clear to reach both the 2030 and 2050 targets, significant investment is required, and any such decisions would be subject to separate cabinet reports at the time fully outlining the financial implications with the council continuing to lobby both Welsh and UK Governments to provide appropriate funding

9. Legal Implications

9.1 There are no legal implications associated with this report other than those detailed in the body of the report.

Background Papers: None

Appendices:

Appendix 1 – Action Plan

Appendix 2 – IIA Form

Appendix 1 – Action Plan

1. Corporate

Following adoption of the Sustainable Transport Strategy, at a corporate level the Council will focus initially on undertaking an annual Council wide travel survey. This will be used to inform both the establishment of a Council wide Travel Plan Framework and a review of the current procedures for claiming travel expenses. The allocation of resources to support Council departments in taking steps towards a more sustainable approach to transport will be considered within the corporate budget setting process. The Council already has a 'Cycle to Work' scheme in place which it intends to maintain. However, it will also be necessary to review and refine this scheme to ensure it aligns with any revised procedure for awarding and claiming travel expenses.

1.1 Member and Staff Travel Survey

A comprehensive Travel Survey will be undertaken, which all members and staff of the Council will be encouraged to respond to. The travel survey will be integral to and will be required to inform the Council Travel Plan Framework and Grey Fleet review outlined below. As such it will be the first action to be taken following approval of the Sustainable Transport Strategy. Facilities - Contract with lift share – annual surveys

The survey will explore the extent of and current transport modes used for travel to and from Council premises by staff and members, their preferred alternatives including both home working and sustainable transport use, the barriers that exist to the use of preferred alternatives and how best these may be overcome. Similarly, the survey will also explore the current nature and extent of grey fleet travel and how staff and members would like to see this made more sustainable. It must be possible to break down results of the travel survey by Council department in order staff responses for each department can be identified and analysed independently.

A sample size enabling detailed analysis of the survey outputs will be sought that can differentiate between requirements likely to be found within Council departments, at various Council locations or within staff groups. The initial survey will provide a baseline against which the impacts of the Sustainable Transport Strategy, Corporate Travel Plan Framework and Grey Fleet review can be measured. To this end the Travel Survey is expected to be repeated at regular intervals and will need to ensure consistency is maintained with future surveys.

1.2 Swansea Council Travel Plan Framework

An overall Travel Plan Framework will be established for Swansea Council. Consultation with members, departmental leads, Council staff and their representatives will be required.

The overarching purpose of the Travel Plan Framework will be to encourage behavioural change leading to the long-term use of more sustainable modes of travel and reduce overall travel, to and from the site/s used by the Council.

The Corporate Travel Plan Framework is expected to encompass:

- Brief description of the organisation, its activities and associated travel alongside the structure and scope of the Travel Plan Framework;
- Travel Survey – Details of any baseline travel surveys undertaken and details of plans for future surveys;
- Member and Staff mapping – Drawing on the existing Council staff database, survey responses or both, the Travel Plan Framework should map the (most common) origin and destination for each individual staff members journey to work;
- Objectives and Targets – Details of the key aims and objectives of the Travel Plan Framework and the specific targets set;
- Package of Measures – The specific measures (i.e., management, policies, promotion, measures to reduce the need to travel, increase walking, increase cycling, increase public transport use, reduce vehicle trips).
- Action Plan – Programme, timeline and responsibilities for delivery and communication of the Travel Plan Framework measures, with key milestones
- Management and Resources – How the Travel Plan Framework will be managed, including its links to Corporate Plans.
- Monitoring – How the Travel Plan Framework measures and targets will be monitored and evaluated and how the outputs of this will be used to review and revise the plan.

1.3 Grey Fleet Review

The current policy/s and procedure/s that enable staff to be allocated and claim expenses for travel on behalf of the Council (i.e., Grey Fleet activities) will be reviewed to ensure any travel undertaken is necessary and where this is the case, use of sustainable modes is favoured over single occupancy car use.

In order to prioritise use of sustainable modes for staff travel undertaken and reimbursed, the Council will adopt the transport hierarchy as defined in Llwybr Newydd, the Wales transport strategy. However, an additional category will be added to the top of the hierarchy to reflect aspirations for staff to use Teams/video conferencing ahead of choosing to travel, wherever possible and the emerging policy will take account of staff working at home as well as Council premises (Figure 3). Expenses reimbursed should include those incurred by pedestrians and cyclists at a favourable rate, encouraging use of these modes ahead of using motorised alternatives.

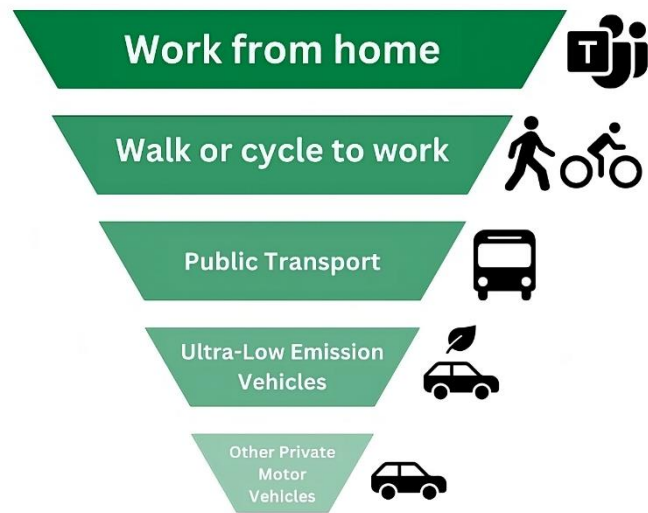


Figure 1 – Corporate Sustainable Transport Hierarchy, adapted from as “Llwybr Newydd” to take account of staff and council members working at home.

Support for cyclists and essential car users through the Travel to Work scheme will be maintained but the current policies will be reviewed to ensure they align with the aims of encouraging greater use of ‘video conferencing’ or sustainable modes for staff travel, respectively, wherever possible.

The policy and procedures that emerge from the review will be agreed with the Chief Executive and Members.

2. Departmental

The Council is made up of a number of different departments each of which has a different function and many of which contain units within them that also differ in the work they need to undertake. In turn, this impacts on the requirements for travel to/from work, grey fleet travel and all other transport activities departments may pursue.

Each department head, in conjunction with their team leads, will be responsible for ensuring their department adapts and adopts the Sustainable Transport Strategy in all they do. Staff teams will be responsible for implementing the Travel Plan Framework. There is also a requirement for some staff members to put themselves forward as sustainable transport champions sharing their experience and knowledge with others to promote and support the transition to more sustainable transport use. As a consequence, it is necessary for each head of department working with their team leads to interpret how the Sustainable Transport Strategy will apply to the role and activities of their department. The head of department should draw on the measures in the Sustainable Transport Strategy, Corporate Travel Plan Framework and Grey Fleet Review, as well as responses to the travel survey from department staff, to identify what is required of departmental staff to bring about more sustainable transport use in all they do.

The Sustainable Transport Strategy provides departmental managers with a set of broad measures and principles that they can adapt and apply to their department or unit to establish the most appropriate options and measures to meet their requirements. There may also be circumstances where a department or unit decide they require a particular set of principles and measures specific to their activity, although these should always be aligned with the overall objectives and targets of the strategy to support net zero.

The generic measures and principles to be applied are outlined below within several headings covering the range of activities a department or unit is most likely to pursue. Where these do not address a specific departmental activity, it is incumbent on the head of department or team lead to devise their own sustainable transport measures and principles for that activity, in line with the aspirations of the strategy and to report this.

The measures and principles provided should be implemented by each head of department, in conjunction with team leads, through their Department Transport Plan. Once implemented, each head of department or team leads should review their service area on a regular basis to ensure that it aligns with the Corporate Sustainable Transport Strategy, as and where appropriate.

2.1 Premises

When auditing existing premises, considering relocation or undertaking new build the following key measures and principles will apply:

- Location – relative to public transport and active travel routes, relative to staff (origins), relative to suppliers, relative to customers, relative to other Council buildings;
- Parking – only provide what is necessary for staff and visitors, minimise what is provided for cars and maximise for cycles, establish how will it be controlled (ie via permits, barriers, charges, time limits, etc), provide prioritised bays for people who are disabled, car sharing and EV charging, favour sustainable modes (ie by placing parking for these closest to building entrances), ensure use is safe and secure including for travel between parking and building/s, establish how parking will be managed and ‘policed’;
- Access Routes - within the site: ensure segregation between pedestrians, cyclists and motorised vehicles, establish speed limits, one way systems, provide appropriate surfacing, lighting, signage, marking and seating/cover where distances are significant, establish safe and segregated pick up/drop off areas if required, ensure entrances/exits are safe, appropriately located and routes and sight lines are clear of vegetation and other obstacles, establish how routes will be maintained;
- Buildings – align doors with access routes/parking and favour sustainable modes, establish secure access systems, ensure access points and routes are step free, establish facilities for active travel users, i.e. showers, changing facilities and lockers;
- Embedded and whole life carbon – taking account of other relevant aspects of the Councils climate change strategy, the embedded and whole life carbon impacts of actions proposed should be established and considered.

2.2 Staff

Ensure staff are encouraged in every way possible to choose sustainable modes as their option of choice:

- Policy – All staff will be encouraged to adopt and follow the Council Sustainable Transport Strategy including the transport hierarchy, the grey fleet policy and procedure/s and the corporate and department Travel Plan Frameworks;
- Events – Offer bespoke events that staff can attend to learn more about sustainable transport options, their benefits and the Council support available.
- Home Working – In accordance with the Council’s Agile Working Policy, to allow those who can do so to work at home for at least some days each week to minimise the need to travel to/from work;

- Staff Intranet – Via the Council intranet, promote sustainable transport use by providing information, videos, case studies, photos, newsletters, and signposting staff to other related resources.
- Social media – Utilise social media to promote sustainable transport use, events, activities and their benefits amongst staff and encourage staff to participate in sharing their views and ideas via this media;
- Discounts – Arrange for staff discounts with public transport operators, cycle suppliers/repairers, clothing suppliers and other retailers, to encourage and support sustainable transport use;

2.3 Commissioning/Procurement

Ensure opportunities to promote sustainable transport use in the commissioning process are taken, wherever possible:

- Specification – Build requirements for contractors to adopt the WG sustainable transport hierarchy and follow the Council Sustainable Transport Strategy into all tender specifications;
- Social Value – Require potential contractors to offer social value in the form of a sustainable transport strategy and Travel Plan Framework for their employees and customers;
- Scoring - Favour respondents that offer high levels of sustainable transport solutions in scoring systems for contract awards;
- Terms and Conditions – Embed sustainable transport use in the T&C's of all contracts established;
- Monitoring – Ensure sustainable transport use and carbon saving/s are included in the monitoring of contracts;

2.4 Goods and Materials

Ensure goods and materials are sourced on a sustainable basis, wherever possible:

- Source goods and materials from local manufacturers and suppliers to minimise the transport involved in their delivery;
- Favour goods and materials that are delivered by companies using Ultra Low Emissions Vehicles (ULEV), such as e-vans, e-cargo bikes, e-cycles and on foot;
- Favour goods and materials from companies that themselves have adopted a sustainable transport strategy
- Encourage suppliers to consider the benefits of moving to ULEV use for their deliveries;
- Encourage suppliers to consider the impacts of their supply chains on climate change;

- As part of wider Council policies, assess the full/wider carbon impact of procurement of goods and materials; i.e. beyond just the transport impacts.

2.5 Transport Assets and Services;

Ensure any transport assets and services provided promote sustainable transport use:

- In house Vehicle/s and plant – Ensure any purchase of a bespoke vehicle is absolutely necessary and needs cannot be met from use of public transport/active modes, pool vehicles, hire services or some other vehicle sharing arrangement;
- Vehicle Purchase - Where vehicle purchase is necessary, ensure any vehicle/s are obtained in line with the Council Green Fleet Policy and purchased in conjunction with the Central Transport Unit. Wherever possible Ultra Low Emission Vehicles (ULEV) should be obtained;
- Vehicle Hire – The opportunity to use a Council pool vehicle should always be explored prior to hire of a vehicle from an external supplier. Where using an external supplier is the only option, commissioning rules and guidance should be followed. Wherever possible a ULEV should be obtained (pool or hire). Use of vehicles that offer zero emissions should be favoured over hybrids.
- Other Transport Assets – Where bespoke transport infrastructure (not covered in premises, above) is required to accommodate a vehicle purchased or some other transport activity careful consideration should be given to its sustainability, alignment with other transport infrastructure and the materials and contractors used.

2.6 Transport Services

Ensure goods delivery/collection and any passenger transport services purchased promote sustainable transport use:

- Any goods or transport services purchased should be procured through the commissioning process outlined above, unless considered de-minimus.
- Where goods and services are not to be commissioned, careful consideration should be given to whether the goods or service are required, could be combined with an existing commission or whether public transport or active travel solutions could be used instead;
- Goods and passenger transport services commissioned should favour provision of ULEV vehicles for their operation, wherever possible.
- Schedules and specifications for commissioned services should seek to minimise the distance travelled and journey time.
- Goods and passengers should be optimised to require the minimum number and smallest size of vehicles.

3. Transport Specific

Two departments of the Council have specific transport responsibilities. Highways and Transportation look after the transport networks and infrastructure within Swansea that is available to the public. The Central Transport Unit look after the Council Fleet and transport commissioning undertaken by the Council.

Each of these departments make a major contribution to both internal and external transport activity through their day to day working and as such have a particular responsibility to drive change in support of the Councils net zero objectives. For this reason, in addition to both adopting the measures and principles for individual departments outlined in section 5.2 above, each requires a specific package of measures and principles to frame the approach to their work.

3.1 Highways and Transportation

Ensure the work of the Highways and Transportation department focusses on enabling and promoting the delivery of the Council's Net Zero ambitions:

- Transport Hierarchy – The department should adopt WG's transport hierarchy and use this to guide their priorities for designing, developing and maintaining the transport networks and infrastructure they have responsibility for or input to;
- Transport Priorities – In the above context, any work on new and existing networks and infrastructure going forwards should aim to favour sustainable modes over single occupancy car use;
- Regional Transport Plan (RTP) – Whilst the responsibility for developing the RTP sits with the CJC, the duty of delivering RTP policies and priorities will be taken forward by the four local authorities in the South-West Wales region, likely through the Regional Transport Delivery Plan.
- Commissioning – The department should adopt the principles for commissioning outlined above for all Council departments.
- Vehicles – Transition to entirely ULEV vehicles for the operation of public transport services and amongst contractors should be promoted and brought about as soon as possible through commissioning (as current contracts come to an end) and through the delivery of sustainable infrastructure to support this. Transition to ULEV vehicles amongst the public should be promoted through the Council website and social media and through the delivery of infrastructure to support this;
- Transport Infrastructure – All transport infrastructure should be made sustainable as this is replaced or improved and all new transport infrastructure provided should be sustainable from the outset.
- Embedded and whole life carbon – taking account of other relevant aspects of the Councils climate change strategy, the embedded and whole life carbon

impacts of any new infrastructure proposed should be established and considered as part of any options appraisal.

3.2 Central Transport Unit

To ensure the work of the Central Transport Unit focusses on enabling and promoting the delivery of the Councils Net Zero ambitions:

- Transport Hierarchy - The unit should adopt WG's transport hierarchy and use this to guide their priorities for commissioning and delivering transport and fleet support to the Council;
- Commissioning – The unit should adopt the principles for commissioning outlined above for all Council departments.
- Green Fleet Strategy – A Green Fleet Strategy has already been adopted by the Council that will ensure the light commercial fleet will be fully electric by 2025 and the whole of the 800 vehicle fleet, including waste and recycling vehicles, will be ultra-low emission by 2030. In the case of larger vehicles this is likely to include hydrogen powered vehicles;
- Infrastructure – Greening the fleet will require substantial changes to the supporting infrastructure required for housing and refuelling the fleet. When improving existing depots or relocating these, the unit should take cognisance of the measures for premises and transport infrastructure proposed for all departments. Infrastructure required for vehicle refuelling should meet the most up to date standards and good practice available at the time, and its location should be carefully considered to ensure fleet operations are as efficient as possible;
- Working Practices – Working practices should support efficient fleet operations, while also seeking to minimise the carbon impacts generated by staff needing to travel to work to access a Council vehicle. Where staff are required to retain and refuel electric vehicles overnight at their own premises, on a regular basis, support should be provided to install and maintain an appropriate recharging point and the costs of recharging should be met by the Council;

Support to external organisations – The unit should offer support and advice to external partner organisations seeking to green their transport fleet and fleet operations. This may include sharing depot and refuelling infrastructure, as appropriate.

4. Next Steps

Oct 2023	On street residential EV charging survey
Oct 2023 – Jan 2024	Identification of key milestones and resource requirements
22nd Jan 2024	Service Transformation Committee - Sustainable Transport Strategy Next Steps
Jan – Apr 2024	On-street Residential Charge point implementation of trial sites
2024/2025	Development Public EV Charging Strategy.

Integrated Impact Assessment Screening Form – Appendix 2

Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area: Highways and Transportation

Directorate: Place

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other

(b) Please name and fully describe initiative here:

On December 3rd 2020, Cabinet was presented with a report highlighting a recommended approach to deliver upon the Council’s commitment to its Climate Emergency Declaration. One of the key actions was to review the current policy framework to establish how this could contribute to the achievement of net zero carbon and the climate emergency response. Over 100 Council policies were reviewed, and these were distilled down into 8 key themes encompassed within a policy framework.

It was agreed that an overarching Swansea Council, Sustainable Transport Strategy should be established to inform and guide Council Departments on what is expected of them when undertaking transport related activities. Within the wider framework the strategy should be considered in context, recognising the transport contribution to the whole, including the relationship with procurement policy, planning policy, estates and asset management.

This report seeks the views of the Service Transformation Committee in helping set the direction for the next stages of policy development, and help the Council reach it’s 2030 and 2050 climate objectives.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

	High Impact		Medium Impact		Low Impact		Needs further Investigation	No Impact
	+	-	+	-	+	-		
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Integrated Impact Assessment Screening Form – Appendix 2

Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Human Rights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches?
Please provide details below – either of your activities or your reasons for not undertaking involvement**

Progression of the Sustainable Transport Strategy will require consultation with any affected stakeholders.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

- a) Overall does the initiative support our Corporate Plan’s Well-being Objectives when considered together?
Yes No
- b) Does the initiative consider maximising contribution to each of the seven national well-being goals?
Yes No
- c) Does the initiative apply each of the five ways of working?
Yes No
- d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?
Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?
 Yes No If yes, please provide details below

Q7 Will this initiative result in any changes needed to the external or internal website?
 Yes No If yes, please provide details below

Integrated Impact Assessment Screening Form – Appendix 2

Q8 Does the initiative involve changes to the way you process the personal data of Council staff or service users, for example the purchase of new customer management software?

Yes No

If your answer is yes, you should also screen the initiative for any implications regarding privacy and other GDPR rights and consider whether you need to amend your entry in the Council's Information Asset Register. Please use the following link to the online screening form for a Data Protection Impact Assessment <https://staffnet.swansea.gov.uk/dpiascreeing>
For more about the Information Asset Register, please see <https://staffnet.swansea.gov.uk/informationassetregister>

Q9 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

Outcome of Screening

Q9 Please describe the outcome of your screening using the headings below:

- Summary of impacts identified and mitigation needed (Q2)
- Summary of involvement (Q3)
- WFG considerations (Q4)
- Any risks identified (Q5)
- Cumulative impact (Q9)

No negative impacts identified at this stage. Further refinement of the draft document will require this IIA to be updated.

(NB: This summary paragraph should be used in the 'Integrated Assessment Implications' section of corporate report)

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

NB: Please email this completed form to the Access to Services Team for agreement before obtaining approval from your Head of Service. Head of Service approval is only required via email.

Screening completed by:
Name: Matthew Bowyer
Job title: Group Leader Traffic and Network Infrastructure.
Date: 09/10/2023

Approval by Head of Service:
Name: Stuart Davies
Position: Head of Service Highways and Transportation
Date: 09/10/2023

Please return the completed form to access@swansea.gov.uk

Agenda Item 5



Report of the Chair

Climate Change & Nature Recovery Service Transformation Committee - 16 October 2023

Work Plan 2023-2024

Date of meeting	Agenda items
5 June 2023	<ul style="list-style-type: none">• Work Plan 2023-24 Discussion
17 July 2023	<ul style="list-style-type: none">• The Use of Reusable Containers for Recycling• Local Nature Recovery Action Plan overview presentation (PH/PM)• TFW presentation (BG)
4 September 2023	<ul style="list-style-type: none">• LNRAP for Swansea – Report endorsement (PH/PM)• Future Waste Strategy – collections, Circular Economy elements (CH)
16 October 2023	<ul style="list-style-type: none">• Sustainable Transport Strategy (SD/MB/CL)
11 December 2023	<ul style="list-style-type: none">• Swansea 2050 and Local Area Energy Plan (GB/JR)
22 January 2024	<ul style="list-style-type: none">• Sustainable Transport Strategy – next steps (SD/MB/CL)
4 March 2024	<ul style="list-style-type: none">• Section 6 Biodiversity Action Plan (Including GI and Tree cover) (PH/PM)
15 April 2024	<ul style="list-style-type: none">• Waste Strategy – Collections update (CH)

TBC:

- Public EV Charging Strategy (SD/CL) Appropriate time to be confirmed, via appraisal from Cllr Fogarty.