

Panel Perfformiad Craffu – Newid yn yr Hinsawdd a Natur

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

Dyddiad: Dydd Mawrth, 19 Mawrth 2024

Amser: 10.00 am

Cynullydd: Y Cynghorydd Sara Keeton

Aelodaeth:

Cynghorwyr: C M J Evans, E W Fitzgerald, J A Hale, O G James, M H Jones, M W Locke, B J Rowlands a/ac W G Thomas

Agenda

Rhif y Dudalen.

- 1 Ymddiheuriadau am absenoldeb**
- 2 Datgeliadau o fuddiannau personol a rhagfarnol**
www.abertawe.gov.uk/DatgeluCysylltiadau
- 3 Gwahardd pleidleisiau Chwip a Datgan Chwipiau'r Pleidiau**
- 4 Cofnodion y Cyfarfod(ydd) Blaenorol** 1 - 7
Derbyn nodiadau'r cyfarfod(ydd) blaenorol a chytuno eu bod yn gofnod cywir.
- 5 Cwestiynau gan y cyhoedd**
Rhaid cyflwyno cwestiynau'n ysgrifenedig, cyn hanner dydd ar y diwrnod gwaith cyn y cyfarfod fan bellaf. Rhaid i gwestiynau ymwneud ag eite mau ar yr agenda. Ymdrinnir â chwestiynau o fewn cyfnod 10 munud.
- 6 Rheoli Perygl Llifogydd Lleol - Diweddariad Blynyddol** 8 - 17
Gwahoddwyd:
Y Cyng. Andrew Stevens – Aelod y Cabinet dros yr Amgylchedd ac Isadeiledd
Stuart Davies – Pennaeth Priffyrdd a Chludiant
Mike Sweeney – Arweinydd Tîm, Priffyrdd a Chludiant
Jonathan Willicombe – Rheolwr Ardal Cynnal a Chadw Priffyrdd
- 7 Rheoli Ansawdd Aer** 18 - 27

Gwahoddwyd:

Y Cyng. David Hopkins, Aelod y Cabinet dros Wasanaethau

Corfforaethol a Pherfformiad

Carol Morgan, Pennaeth Tai ac Iechyd y Cyhoedd

Tom Price, Arweinydd Tîm Rheoli Llygredd

8 Cynllun Waith 2023-24

28 - 29

Cyfarfod nesaf: Dydd Mawrth, 14 Mai 2024 am 10.00 am



Huw Evans

Pennaeth y Gwasanaethau Democrataidd

Dydd Mawrth, 12 Mawrth 2024

Cyswllt: Liz Jordan 01792 637314

Agenda Item 4



City and County of Swansea

Minutes of the **Scrutiny Performance Panel - Climate Change and Nature**

Multi-Location Meeting - Gloucester Room, Guildhall / MS

Teams

Tuesday, 30 January 2024 at 10.00 am

Present: Councillor S E Keeton (Chair) Presided

Councillor(s)

C M J Evans
M H Jones
B J Rowlands

Councillor(s)

E W Fitzgerald
W G Thomas

Councillor(s)

O G James
M W Locke

Other Attendees

Andrea Lewis

Cabinet Member for Service Transformation

Officer(s)

Matthew Bowyer
Ioan Brannigan
Stuart Davies
Liz Jordan
Mark Wade

Group Leader, Highways & Transportation
Transport Strategy Officer
Head of Highways & Transportation
Scrutiny Officer
Director of Place

1 Disclosure of Personal and Prejudicial Interests

No disclosures of interest were received.

2 Prohibition of Whipped Votes and Declaration of Party Whips

No declarations were made.

3 Minutes of Previous Meeting(s)

Panel agreed the Minutes of the meeting on 28 November 2023 as an accurate record of the meeting.

4 Public Question Time

No questions were received.

5 Public Electric Vehicle Charging Provision

Cllr Andrea Lewis, Cabinet Member for Service Transformation and relevant officers attended to brief the Panel and answered questions.

Discussion Points:

- Panel asked if Council has investigated installation of EV slow charging points on lamp posts and if there are any plans to trial it anywhere. Heard Council not able to do this at the current time for a number of reasons.
- Panel asked what is being done in terms of engaging with the private sector to help out and put in its own infrastructure, for example petrol stations and local supermarkets with car parks. Cabinet Member stated she is happy to commit to writing out to local supermarkets but the Council has no control over what they do, and petrol stations are also outside of the Council's control.
- Panel queried if the Council has looked into using community buildings for installation of EV charging points, for example Churches and community centres. Heard it has been investigated but not seeing clusters of demand which would justify installing these, when areas are identified where there is demand for infrastructure, they will seek to put it in.
- Panel asked if it would be worth informing community organisations that they could get a grant to install EV charging, and in the long term could earn income from it. Heard grants available require a significant element of grant funding, up to 50%, which the community organisation would have to find.
- Panel asked why EV charging installations cannot be put on private land with the owner's consent. Informed it is much easier in terms of planning, liability, and licencing if Council land is used which it has full control over. Also heard Council has had limited success with grant funding so has had to concentrate it on Council owned areas as there are difficulties if start to 'lease spaces' in a private car park.
- Panel stated that in terms of destination car parks along the Gower Road corridor going west, the nearest car park is Port Eynon, so there is a huge gap in provision, unless people stop off in the City Centre. If EV charging points were on the other side of the road to the precinct there would not be that gap for people going west towards Gower. Informed as well as Port Eynon, private sector is installing charge points in the car park in Kittle.
- Panel asked if it is worth the Council contacting community organisations, churches etc that are suitable for EV installations to see if any are interested in installing it, as there may be some organisations that will have the match funding for grants. Cabinet Member agreed to consider this.
- Panel feels there needs to be a mix of slow and fast charging installations. Cabinet Member agreed that if there are car parks where people can charge overnight, slow charging could be an option and agreed to look into it to identify need for this type of overnight parking.
- Panel queried if information is available on usage of each of the EV charging installations for all car parks in the area. Informed usage, total consumption etc is monitored for all charge points in Council car parks.
- Panel interested to hear if Council has a plan for generating and storing electricity on current or future sites to reduce carbon, for example taking it from the grid and storing in off peak times or generating power via solar or wind at a site and storing it there. In terms of generating on site, heard Council is currently in the process of installing its first rapid charge hub in

Oxford Street car park. This will have a solar canopy and battery storage. Solar panels provide a useful function in balancing out the load on the grid.

- Panel discussed how there are EV charging points in the underground car park at the Guildhall but there is a need to look at installing points in the Rotunda car park to make it more accessible and to consider members of the public using it in the evening, not just Council staff. Cabinet Member stated the Sustainable Transport Strategy is looking at this in terms of customer and staff accessible EV charging infrastructure at Council sites but not sure of timescale.
- Panel likes the idea that people going into work can charge their cars whilst at work and queried if this idea is being progressed. Informed current charging infrastructure is specifically for the Council fleet. However the team is looking at a software package which will allow a member of staff with a card to use the EV charging infrastructure when it is available and pay for electricity that they use via the card. This would be on sites where the Council has charging infrastructure.
- Panel expressed concern for people who live in areas where they cannot charge outside their properties. Heard this is why the Council has decided to focus on more urban shopping centres and districts as well to help bridge the gap for these people. Informed in terms of Council estates where there might be tower blocks or communal areas for parking, this is part of the HRA Strategy, and where possible the Council might look to put EV charging infrastructure in those communal areas.
- Panel queried if other sources of energy are being looked at to run vehicles in the future. Heard the Authority will look to see what technologies are coming forward and adapt accordingly.
- Panel queried if there could be an opportunity in future of recycling car batteries in Swansea area. Heard the team will watch closely what others are doing and will look at good practice. Cabinet Member is aware of car batteries being reused, for example as a home battery and is something the Council could work with universities on.

Actions:

- Cabinet Member to write out to local supermarkets to encourage them to install EV charging.
- Cabinet Member to consider contacting suitable community organisations about installing EV charging.
- Department to investigate the need for overnight parking provision for slow charging.

6 Work Plan 2023-24

Panel considered the work plan and noted items for the next meeting.

The meeting ended at 10.50 am



To:

**Councillor Andrea Lewis, Cabinet Member
for Service Transformation**

BY EMAIL

cc Cabinet Members

*Please ask for:
Gofynnwch am:*

Scrutiny

*Scrutiny Office
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*Date
Dyddiad:*

19 February 2024

Summary: This is a letter from the Climate Change and Nature Scrutiny Performance Panel to the Cabinet Member for Service Transformation following the meeting of the Panel on 30 January 2024. It covers Public Electric Vehicle Charging Provision. A formal written response is not required.

Dear Cllr Lewis

The Panel met on 30 January 2024 and received a briefing on Public Electric Vehicle (EV) Charging Provision.

We would like to thank you, Mark Wade, Stuart Davies, Matthew Bowyer and Ioan Brannigan for attending to present the item and answer the Panel's questions. We appreciate your engagement and input.

We are writing to you to reflect on what we learned from the discussion, share the views of the Panel, and, where necessary, raise any issues or recommendations for your consideration and response.

Public Electric Vehicle Charging Provision

You provided an overview of this issue and stated that you are doing everything you can within the limitation of the grants received and the hope is that once there is sufficient penetration, the private sector will take over and start installing their own charge points to help the public.

OVERVIEW & SCRUTINY / TROSOLWG A CHRAFFU

SWANSEA COUNCIL / CYNGOR ABERTAWE

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I dderbyn yr wybodaeth hon mewn fformat arall neu yn Gymraeg, cysylltwch â'r person uchod
To receive this information in alternative format, or in Welsh please contact the above

We asked if you have investigated installation of EV slow charging points on lamp posts, which is something being used in many European cities, and if there are any plans to trial it anywhere. We heard you are not able to do this at the current time for several reasons. Firstly, areas like London have had significant grant funding. Also, most of Swansea's lighting columns are fed from the Council's privately owned cables that are not powered directly from the Electricity Board cables, which means they are only powered during the hours of darkness, so would not be able to charge during the day. We heard there also concerns about additional load, and many of the lighting columns are located as the back of the footpath as opposed to on the curb, so there would still be a need for trailing cables. In addition, current unmetered supply agreements do not allow the Council to sell its energy. Another difficulty is people feeling they 'own' the space outside their property. Officers stated they have spoken to Transport for Wales about undertaking some on-street residential trials, but this would be a separate piece of infrastructure with a separate electricity supply.

We asked what is being done in terms of engaging with the private sector to help out and put in its own infrastructure, for example petrol stations and local supermarkets with car parks. We heard you wrote to local main chain supermarkets a number of years ago encouraging them to do this, but only one responded and decided at the time not to put infrastructure in. We were pleased to hear there is now some charging infrastructure in some of our local supermarket car parks. You stated you are happy to commit to writing out to local supermarkets again to try and influence them, but as a Council we have no control over what they do. In terms of petrol stations, you stated that you believe there is an action plan for installing EV charging, which they will have to do at some point, but you are not sure of the timing of this. We noted that as a commercial sector this is also outside of the Council's control.

We queried if you have looked into using community buildings for installation of EV charging points, for example churches and community centres. Officers confirmed it has been investigated, the Council ran a survey at the end of last year for EV owners to see where the highest areas of demand for this are. However, you are not seeing clusters of demand which would justify installing these, as the Council is in partnership with a commercial operator and it would need to pay for itself. We were pleased to hear that when areas are identified where there is demand for infrastructure, you will seek to put it in.

We asked if community organisations could get a grant to install EV charging, and in the long term could possibly earn income from it. We heard from officers the grants available require a significant element of grant funding, up to 50%, which the community organisations would have to find, and it is a large sum of money. We asked if it is worth the Council doing a piece of work on contacting community organisations, churches etc which have buildings that are suitable for EV installations to see if any are interested in installing it, as there may be some organisations that will have the match funding for grants. You agreed to consider this.

We asked why EV charging installations cannot be put on private land with the owner's consent, for example the shopping precinct in Killay, where Council owned short stay parking bays at the front of the precinct have been identified but the private car park at the back would be more suitable. We were informed it is much easier in terms of planning, liability, and licencing if Council land is used which you have full control over. We also heard you have had limited success with grant funding so have had to

concentrate it on Council owned areas, as there are difficulties if you start to 'lease spaces' in a private car park as you would be at the mercy of the provider who could inflate lease costs.

We stated that in terms of destination car parks along the Gower Road corridor going west, the nearest car park is Port Eynon, so there is a huge gap in provision, unless people stop off in the City Centre. We added that if EV charging points were on the other side of the road to the precinct there would not be a gap in provision for people going west towards Gower. We were informed that as well as Port Eynon, the private sector is installing charge points in the car park in Kittle, which is positive in taking EV to Gower.

We feel there needs to be a mix of slow and fast charging installations, for example at community venues and suggested slow chargers rather than fast chargers are used for overnight charging, if possible, so there is less pressure on the grid and there is less cost to install. We were informed the first phase of funding targeted more rapid charging, as infrastructure was located near shops and was to encourage people to dwell in that area. You agreed that if there are car parks where people can charge overnight, slow charging could be an option. Officers agreed to look into it to identify the need for this type of overnight parking.

We queried if information is available on usage of EV charging installations for all car parks in the area and heard usage, total consumption etc is monitored for all charge points in Council car parks.

We were interested to hear if the Council has a plan for generating and storing electricity on current or future sites to reduce carbon, for example taking it from the grid and storing in off peak times or generating power via solar or wind at a site and storing it there. We heard the Council's current EV charging infrastructure uses 100% renewable energy. In terms of generating on site, we heard the Council is currently in the process of installing its first rapid charge hub in Oxford Street car park. This will have a solar canopy and battery storage. We noted that how much the solar panels supply will depend entirely on how fast people are charging and that solar panels provide a useful function in balancing out the load on the grid.

We discussed the EV charging points in the underground car park at the Guildhall and the need to look at installing points in the Rotunda car park to make it more accessible. We believe there is also a need to consider members of the public using it in the evening, not just Council staff. You stated the Sustainable Transport Strategy is looking at this in terms of customer and staff accessible EV charging infrastructure at Council sites but you are not sure of the timescale.

We are keen on the idea that people going into work can charge their cars whilst at work and queried if this idea is being progressed. We were informed current charging infrastructure is specifically for the Council fleet. However, the team is looking at a software package which will allow a member of staff with a card to use the EV charging infrastructure when it is available and pay for electricity that they use via the card. This would be on sites where the Council has charging infrastructure but there are some challenges.

We expressed concern that some people cannot install EV charge points outside their home, such as terraced housing. We heard this is why the Council has decided to also focus on more urban shopping centres and districts to help bridge the gap for these people. We discussed how it is not only people in terraced houses who have problems, for example garages being located a long way from the electric meter and people living in tower blocks. We heard vehicle manufacturers can offer homeowners advice on home charging and there are also organisations such as the Energy Savings Trust. We also heard that in terms of Council estates where there might be tower blocks or communal areas for parking, where possible the Council might look to put EV charging infrastructure in those communal areas.

We queried if other sources of energy are being looked at to run vehicles in the future. We noted the Council is currently involved in hydrogen bus pilots. We heard lots of research is going on into low carbon fuels that could power vehicles. We also heard technologies are advancing in terms of battery storage and types of materials used for batteries are improving and the Authority will look to see what technologies are coming forward and adapt accordingly.

We queried if there could be an opportunity in future of recycling car batteries in the Swansea area. We heard you will watch closely what others are doing and will look at good practice. You stated you are aware of car batteries being reused, for example as a home battery and this is something the Council could work with universities on. We added that there is a company in Llanelli which repurposes EV batteries for home usage.

Your Response

We hope that you find the contents of this letter helpful and would welcome comments on any of the issues raised within. We do not require a formal written response on this occasion but would be pleased to receive any feedback on progress with the action points below which you have agreed:

- To write out to local supermarkets to encourage them to install EV charging.
- To consider contacting community organisations about installing EV charging.
- To investigate the need for overnight parking provision for slow charging.

Yours sincerely

SARA KEETON
CONVENER, CLIMATE CHANGE AND NATURE SCRUTINY PANEL
CLLR.SARA.KEETON@SWANSEA.GOV.UK

Agenda Item 6



Report of the Cabinet Member for Environment and Infrastructure Scrutiny Performance Panel – 19th March 2024

Local Flood Risk Management

Purpose	To provide an update on the policy/service area
Content	Update on Flood Risk Management in the City and County of Swansea
Councillors are being asked to	Consider the report, to give their views and make recommendations to Cabinet Member as necessary
Lead Councillor(s)	Councillor Andrew Stevens, Cabinet Member for Environment and Infrastructure
Lead Officer(s)	Stuart Davies Head of Highways and Transportation
Report Author	Mike Sweeney
Legal Officer	Debbie Smith
Finance Officer	Ben Smith
Access to Services Officer	Rhian Millar

1.0 Background

1.1 The Drainage Section is part of the Highways and Transportation Section. It covers a wide range of services within Flood Risk Management with the main role for overseeing compliance to statutory duties and the National Flood and Coastal Erosion Risk Management Strategy. This report will focus on the current work ongoing in order to comply with the national objectives which include;

- Reducing the consequences of flooding to individuals
- Raising awareness of and engaging people in response to flood and coastal erosion
- Providing an effective and sustained response to flood and coastal erosion events
- Prioritising Investment in the most 'at risk' communities.

1.2 To implement these objectives will be the responsibility of everyone involved in or affected by Flood and Coastal erosion risk management. From Welsh Government to the Welsh risk management Authorities in

Wales, including Natural Resources Wales, Swansea Council as Lead Local Flood Authority and Welsh Water. The Authority continues to work closely with these organisations to ensure that best practice is achieved with opportunities to share information and joint funding is continuously ongoing.

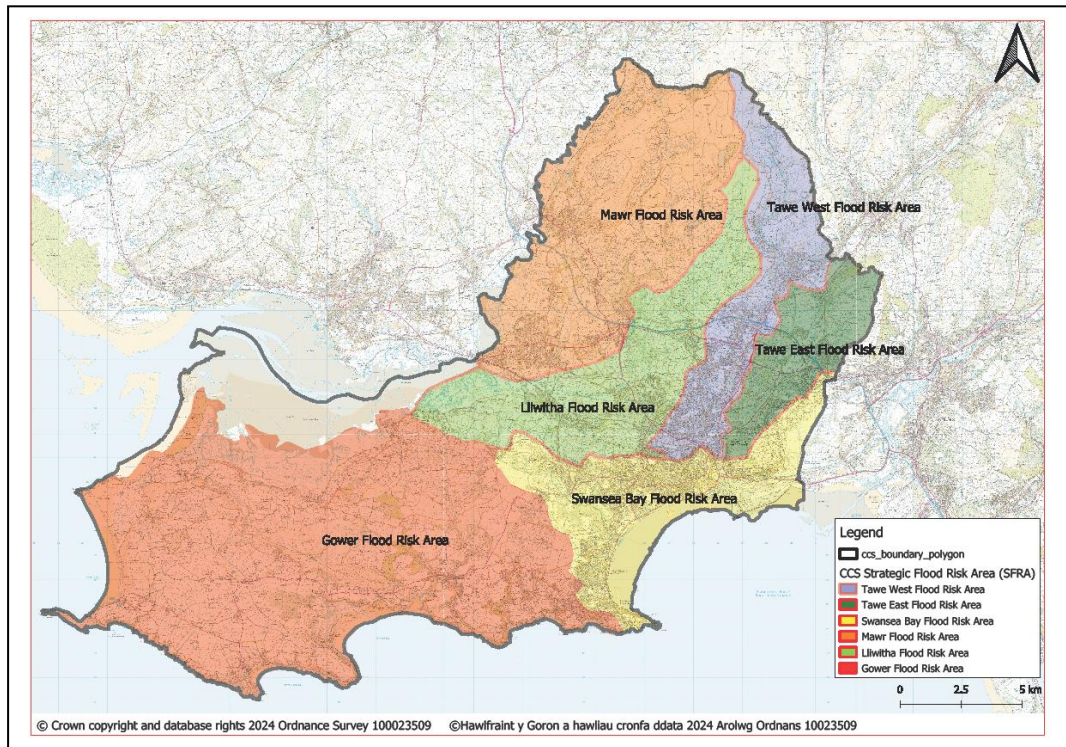
2.0 The key activities which are ongoing include:-

- 2.1** The Authority is currently producing a Local Flood Risk Management Strategy as a requirement of the Flood and Water Management Act 2010 (FWMA). They set out how flooding will be managed across a local authority area and should include local policies as well as key measures which the local authority would like to take forward.

The new Local Flood Risk Management Strategy (LFRMS) which will incorporate an flood action plan to manage the Local Authority's expectations for managing flood risk from local sources for another cycle of six years. This will supersede the existing Flood Risk Management Plan (FRMP) produced by the Authority, which introduced measures for reducing flood risk in our most at risk communities between 2015-21 with another six year plan to manage flood risk.

To ensure consistency across Wales the Welsh Local Government Association has provided guidance to ensure that the production of the new LFRMS aligns with an all Wales approach. The major difference compared to the previous FRMP will be that instead of using individual Wards for areas where mitigation measures have been applied and this can be seen in the existing FRMP, the All Wales approach will be using data from Natural Resources Wales, Communities at Risk Register (CARR) where hydrological boundaries will set out new high flood risk areas in Swansea. This means that instead of having 32 wards with measures implemented to manage flood risk for each specific ward, it will be replaced with a six Strategic Flood Risk Areas across the region based on CARR boundaries as shown on Figure 1 below.

Figure 1 – Strategic Flood Risk Areas for Swansea



Within each Strategic Flood Risk area, different Risk Management Authorities (RMAs) in Wales are responsible for different sources of flood risk. LRFAs are responsible for “local flood risk” which is defined as flood risk from: Surface water runoff, Groundwater; and Ordinary watercourses (generally smaller watercourses)

This Local Strategy will focus on these local sources of flood risk in each SFRA, but acknowledges and considers other sources of flood risk (including the sea, main river and sewers) and associated Risk Management Authorities (RMAs).

An integral part of the LFRMS will be the Flood Action Plan which sets out the actions that The City & County of Swansea is undertaking or plan to undertake to manage the risk of flooding from local sources within the county for the next six years. These actions deliver the strategic objectives and measures contained within the LFRMS.

The Action Plan will contain county wide measures and individual measures for each Strategic Flood Risk Area (SFRA) where more detailed actions can be outlined in the local catchments.

Guidance from NRW states that there is a requirement that the measures and actions should address the four categories of Prevention, Protection, Preparedness and Recovery and Review. Each

Flood Action in this Plan is given a category and details of the type of actions for each category are given in the table below.

Table 1 – Types of Actions

Action Type	Actions
Prevention	<ul style="list-style-type: none"> • Issue of Flood Consents to ensure works in ordinary watercourses do not increase flood risk. • Approving Flood Consequence Assessment and working closely with the Planning Department. • Avoiding construction of houses and industries in present and future flood risk areas. • By adapting existing receptors to the risk of flooding; and ensure that future developments take flood risk into account. • Mapping and better understanding of Flood Risk Compliance with Reservoir Act 1975, to ensure reservoirs are regulated. • Work with other local Authorities, emergency services and other key partners and explore opportunities for joint outcomes.
Protection	<ul style="list-style-type: none"> • On-going maintenance programme for flood management of assets. • Capital expenditure on Drainage works. • Taking measures, both structural and non-structural, to reduce the likelihood of floods in a specific location. • Undertake asset inspection and keep a register of assets significant to flood risk.
Preparedness	<ul style="list-style-type: none"> • Informing the population about flood risk and what to do in the event of a flood, including emergency response. • Developing emergency response plans in the case of a flood. • Provide a flood incident response service 24 hours a day for highway flooding.
Recovery and Review	<ul style="list-style-type: none"> • Returning to normal conditions as soon as possible and mitigating both the social and economic impacts on the affected population.

The LFRMS and flood action plan will require stakeholder and member engagement prior to a 6week public consultation exercise. The Authority has a duty to share a draft version of the strategy to Welsh Government prior to publication on the Authority’s website this year.

2.2 Welsh Government Grant funding

Opportunities for external funding is continually being explored. Welsh Government FCERM Grant awards have been given to the following

flood affected areas which have incurred significant and repeated flooding from local sources/surface water flooding.

Current grant supported schemes

Brockhole Stream Blackpill – Detailed Design
400 Birchgrove Road – Outline Business Case
Llys Ddol Morrision - Outline Business Case
Capel Road Clydach - Business Justification Case -completed
Kingrosia Park Clydach - Outline Business Case
Killay Square Killay - Business Justification Case – completed subject to WG review
West Street Gorseinon Business Justification Case completed.
Beryl Road Clydach- Business Justification Case completed??
Western Street Sandfields - Business Justification Case completed??

The above Business Cases provide Welsh Government with a steer on schemes to be taken forward to the next stage of the grant process.

3 Stages of Grant Process

- First stage BJC/OBC
- Second Stage FBC or Detailed design
- Third Stage- Construction

The current trend is that some Business cases are taking longer than expected due to complexity of the study. This is causing some frustration within communities due to the time being taken to complete the assessments. To note that funding is not guaranteed, as the FCERM Capital Programme and grant allocation is provided on a priority basis to those communities who rank highest across Wales.

However, this year the Authority has received further stage 2 grant awards for Capel Road Clydach and West Street Gorseinon and these schemes are now progressing in the detail design stage. Killay square is currently under reviewed by Welsh Government

2.3 Capital Drainage Budget

The Drainage Section is responsible for works required to improve drainage systems for the purpose of preventing flooding to the highway and risk to adjacent properties. The budget was increase this year , to compliment a core budget of 400k and additional 300k was provided for drainage improvement works.

With collaboration with the operational highways team and other internal departments works are identified to capture works which need to be undertaken to prevent flooding to the highway and adjacent properties. In addition works are identified via complaints received from Members

and members of the public should flooding be reported which is over and above routine maintenance requirements.

Particular examples of works completed include ditching works, gabion works, introduction of new improved drainage systems, land drainage systems, sink holes or any other works. 40 drainage schemes have been completed to date this year.

One major issue which has been experienced this year is the flooding on the Garnswllt Road at Pentrebach Bridge Pontardulais which frequently floods from the Camffrwd main river which results in the road becoming impassable. In this instance the Authority has worked with Natural Resources Wales and private landowners to reach an agreement solution which has been given consent and will be implemented as soon as weather permits. The works will provide greater resilience to protect the highway from flooding but for extreme conditions there is a possibility of future flooding but the action to create a flood bund alongside the river will significantly improve the situation for road users for this community.

2.4 Reservoir Act 1975 compliance

The Drainage Section is responsible with the safety measures for the two raised reservoirs we have in Swansea, namely Brynmill and Lower Swansea Valley reservoirs to ensure that in the interest of safety the reservoirs comply with the Reservoir Act 1975. There is ongoing annual works to be carried out to satisfy the recommendations of the inspection reports carried out by independent Panel Reservoirs' engineers.

2.5 SAB function

Schedule 3 of the Flood and Water Management Act 2010 came into effect on 7 January 2019. It requires new developments with more than one dwelling, or a construction area of at least 100 square meters, to include Sustainable Drainage Systems (SuDS). SuDS must be designed and built in accordance with the Statutory Standards and construction must not commence until proposals are approved by the SuDS Approving Bodies (SABs). SABs are required by the legislation to adopt and maintain SuDS under certain conditions.

The SAB function is currently being carried out by 2 officers who approve drainage strategies to ensure compliance to the National Standards. New developments will now incorporate good suds design within their drainage strategies to ensure that the wider benefits to the environment are achieved, whilst ensuring that flood risk is not increased as the result of the development. For the year 2023 the SAB team had received 61 Full SAB applications with approvals granted for 34 applications. 21 preapplications were received with 14 approvals given.

Good collaboration with internal stakeholders through working groups has been essential in order to ensure that projects consider suds components at an early stage so that timelines and project deliveries are achieved. This is the case for many projects such as the More Homes Projects, Active travel schemes, 21st Century Schools programme and City Centre Regen developments where SAB officers have been attending stakeholder meetings at an early stage to ensure that submitted drainage schemes comply with National Standards. All new projects are delivering good suds systems which does not only manage the flood risk from proposed development but provide more wider benefits to improve the environment.

All developers have access to a pre-application service which offers early engagement in the smooth delivery of drainage strategies to meet the suds standards

In terms of planning and the potential impacts of new developments, there is close and good collaborative work being undertaken between internal departments and external risk management authorities. This is to ensure that flood risk is not exacerbated as the result of new development proposals. Compliance to the requirements of Planning Policy Wales and Tan15 ensures that national guidance is adhered to. Across the 2023 financial year we were consulted by the Planning department 303 times over a range of differently sized sites. These vary from large strategic sites that are proposed, to small windfall sites that comprised of no more than 3 or 4 units. We have provided assessments in relation to local flood risk from all sources and the management of surface water arising from additional impermeable areas.

Going forward the new TAN 15 which has been delayed in its introduction will ensure that the decisions made by the Planning department has due regard to the updated Flood Map for Planning which makes allowances for climate change predictions. Consequently, the Authority is required by the Welsh Minister to complete a Strategic Flood Consequence Assessment to identify flood mitigation measures/pipeline of schemes as the result of climate change predictions in order to inform planning decisions. This work is ongoing.

2.6 Coastal Risk Management Programme

As part the National Coastal Erosion Risk Management Programme (CRMP) construction works of the flood defence walls is well underway. The scheme will not only provide sustainable flood defence in Mumbles but will seeking to maximise multiple benefits i.e. increase tourism, green infrastructure and other benefits. With the total cost of the scheme being circa 23million pounds, 50%of the expenditure has been achieved to date with completion of the works anticipated early 2025.

2.7 Operational Update

Drainage project has received additional funding and we understand this is now supported for the next 4 years. The service is currently running two routine teams, three reactive and one proactive/specialist team.

The service has over 40,000 drains, cleansed on a three year cycle but with the additional teams this is running ahead of schedule. Selective high priority drains are cleansed on an annual or 6 monthly basis.

The Authority continues to respond to reactive calls and carry out proactive cleansing of high risk areas. Though this is for individual problems rather than reports of whole street blocked.

The Authority also offers a paid service for weekend work over and above our service level which has been taken up by a small number of councillors and works well if there is community engagement to assist with parking over drain issues.

The Highways department has a policy in place on watercourse inspection procedures. Watercourses are checked at the frequencies below depending in weather conditions and level of flood risk. During dry periods inspections will not be carried out if deemed unnecessary.

	Sept to March	April to August
Blackpill & Birchtree Close	Daily	Weekly
Red List	Weekly	Monthly
High Priority	Fortnightly	Monthly
Low Priority	Monthly	Bi-Monthly

Red List to be checked following notification of a severe weather warning to wet weather. Red list to be rechecked following severe wet weather.

3.0 Future Challenges & Opportunities

- 3.1. The production of the new Local Flood Risk Management Strategy will place an additional financial burden of the Authority to deliver the measures and actions which will be outlined in the new LFRMS. Should Welsh Government Grant funding not be made available for future business cases and the construction of flood alleviation schemes, then the responsibility for managing flood risk for our communities will solely rest with the Authority to deliver. Consequently, the LFRMS will need to have the appropriate governance in place to consider, where available,

allocation of appropriate resource, design and construction of potential flood measures/interventions going forward and also, the internal staff to support the delivery of the plan.

- 3.2 The trend on the demand of delivery the SAB function is increasing and the need to deliver the service will incur additional pressures in managing the SAB process and the adoption of sustainable drainage features.
- 3.3. The introduction of the new Tan 15 in June 2023 will increase the workload on the Drainage Section, as Planning Consultations will need to be responded to have due regard, to the updated flood maps and climate change predictions to inform Planning decision.

4.0 Risks

- 4.1 Under the Flood and Water Management Act 2010, Swansea Council became a lead Local Flood Authority (LLFA) and was given a series of new responsibilities to co-ordinate the management of local flood risk for surface water, groundwater and ordinary watercourses. Failure to fulfil this statutory duty will result in increased flood risk within the administrative boundary of Swansea Council and non-compliance to the expectations of Welsh Government.

This may lead to increased risk to life and property and critical infrastructure with the Authority being subjected to claims and public criticism.

Shortage of Drainage Engineers is being felt across the water industry where appointments of suitable candidates for drainage roles are being found difficult to fill in across many Authorities and other sectors.

5.0 Legal implications

The Flood Risk Regulations came into force in December 2009 and the Flood and Water Management Act became law in April 2010. Under this legislation, the Council has been identified as a Lead Local Flood Authority (LLFA) and has been given a number of key responsibilities including the preparation of a Local Flood Risk Management Strategy (LFRMS). Policy guidance associated with flood risk and development is also contained within Planning Policy Wales (PPW) and Technical Advice Note 15 (TAN15). Although PPW and TAN15 do not dictate the requirements for, or provide any guidance on, preparing a LFRMS, the strategy is consistent with the requirements of this Guidance. Implementation of specific measures

shall also take into consideration other legislation including the Land Drainage Act 1991 and the Coast Protection Act 1949.

6.0 Finance Implications

There are no immediate financial implications arising from this report and in the meantime, costs will continue to be contained within existing budgets.

7.0. Integrated Assessment Implications

This is an information only report, with no implications, therefore no IIA required

Background papers: None

Appendices: None.

Agenda Item 7



Report of the Cabinet Member for Corporate Service and Performance

Climate Change and Nature Scrutiny Performance Panel 19th March 2024

An update on Air Quality in Swansea

Purpose	To brief the Climate Change and Nature Scrutiny Performance Panel on work related to air quality.
Content	An update on air pollution levels measured across Swansea and policy/practical options for reducing such levels
Councillors are being asked to	Consider the information provided and give views
Lead Councillor(s)	Councillor David Hopkins
Lead Officer(s) & Report Author	Tom Price Divisional Environmental Health Officer Pollution, Private Sector Housing and Building Control Tel: 01792 635600 E-mail: tom.price@swansea.gov.uk

1. Air Quality in Swansea Council

- 1.1 Swansea Council is required to submit an Annual Progress Report (APR) to Welsh Government (WG) each year advising upon the assessment of ambient air quality in accordance with the EU objective concentrations. These reports can be viewed via the following link [Swansea Annual Progress Report 2023](#)
- 1.2 The conclusions reached in the 2022 datasets are that the objectives for benzene, lead and sulphur dioxide have been met and that there is no requirement to proceed any further in reporting upon these pollutants. The council no longer monitors for benzene and lead but continues to have two monitoring locations for sulphur dioxide.

- 1.3 All monitoring sites remain compliant with both the annual mean and daily mean exceedance (35 days permitted) for particulate matter PM10.
- 1.4 There are also three fixed monitoring locations for particulate matter PM2.5 in Swansea.
- 1.5 The main pollutant of interest, for exceeding the National Air Quality Objective Concentration in Swansea, is Nitrogen Dioxide (NO₂), for the annual mean Objective of 40µgm⁻³.
- 1.6 Monitoring data collected for 2022 confirms that compliance with the annual mean concentration for NO₂ continues.
- 1.7 If compliance with the NO₂ annual mean objective is demonstrated for 2023 the Council will look to commence the revocation process for the Air Quality Management Order 2010.
- 1.8 Acknowledgment is made to the Coronavirus pandemic and the effect of lockdown periods upon people's activities.

2. Air Pollution Concentrations Measured Across Swansea

- 2.1 Real-time monitoring data is available via <http://swansea.airqualitydata.com/> and data can be downloaded from this site. This website is currently being reviewed and an update is in progress. The Council's data can also be viewed and downloaded via the Welsh Air Quality Forum (WAQF) website <https://airquality.gov.wales/>

2.2 Nitrogen Dioxide

- 2.2.1 Swansea Council utilises both automatic and non-automatic monitoring methods when undertaking its Local Air Quality Management duties. Appendix A includes a map showing the location of the automatic monitoring sites and Appendix B includes a map showing the location of the non-automatic monitoring sites in Swansea.
- 2.2.2 The ratified 2022 dataset show that there continues to be no exceedances of the annual mean NO₂ Objective at locations within Swansea.
- 2.2.3 Appendix C includes the annual mean data for the continuous monitoring locations.

2.3 Particulate Matter (PM10)

- 2.3.1 PM₁₀ is monitored at five locations in Swansea. The map in Appendix A shows their locations.

2.3.2 The National Air Quality Objective Concentration, for PM10, is annual mean of $40\mu\text{gm}^{-3}$.

2.3.3 Monitoring data collected during 2022 indicates that compliance with the annual mean concentration for PM10 continues. Appendix C shows the annual mean data for the continuous monitoring locations.

2.4 Particulate Matter (PM2.5)

2.4.1 PM_{2.5} is monitored at three locations in Swansea. The map in Appendix A shows their locations.

2.4.2 The Environment (Air Quality and Soundscapes) (Wales) Act 2024 received Royal Assent and became law in Wales on 14th February 2024 [Environment \(Air Quality and Soundscapes\) \(Wales\) Act 2024](#) Welsh Government is currently working towards the requirement to set a PM_{2.5} air quality target in respect of the annual mean level of PM_{2.5} in ambient air in Wales.

2.4.3 The World Health Organisation (WHO) guideline concentration for PM_{2.5} is $5\mu\text{gm}^{-3}$. These guidelines are of a high methodological quality and are developed through a transparent, evidence-based decision-making process. In addition to the guideline values, the WHO Global air quality guidelines provide interim targets to promote a gradual shift from high to lower concentrations ([https://www.who.int/news-room/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health))

2.4.4 See Appendix C for the annual mean data for the continuous monitoring locations.

3. Policy/Practical Options for Reducing Air Pollution

3.1 The Pollution Control & Private Sector Housing Team continues to monitor air quality across Swansea.

3.2 Whilst Swansea is currently compliant with WG's Air Quality Objectives, in-line with WG policy, the Council will continue to work towards reducing exposure where possible.

3.3 Air quality is considered as part of the Planning consultation processes by the team on a case-by-case basis.

3.4 Officers continue to respond to complaints regarding burning of waste, domestic combustion appliances and provide advice on the appropriate usage of fuels.

- 3.5 The Council has made a commitment to ‘work with others to provide sustainable and low carbon transport and infrastructure, providing improved and cheaper connectivity and mobility and associated benefits at reduced environmental cost and improved air quality’.
- 3.6 Previous WG consultations, White Paper on a Clean Air (Wales) Bill and Reducing emissions from domestic burning of solid fuels, provided opportunities for all stakeholders to respond to the questions asked by WG on their future plans to tackle air quality. The council are currently involved in working groups providing input into proposed new Clean Air Powers.
- 3.7 The team continues to collaborate with outside organisations to look at funding possibilities to carry out research in the air quality field. Having been awarded financial assistance from the WG Local Air Quality Support Fund, collaborative research work is being carried out with Swansea University, Think Air and Vortex IoT to measure local air quality and noise within the city and to test potential interventions. The outcomes of these projects will be reported to WG and will potentially be submitted to peer reviewed publications.

4. Legal implications

- 4.1 None

5. Finance Implications

- 5.1 Revenue to fund the existing monitoring set out in this report is contained within existing budgets. Additional development of interventions would need to be addressed for additional funding opportunities.

6. Integrated Assessment Implications

- 6.1 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.

6.1.1 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'.

6.1.2 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.

6.2 There are no implications with regards to this report, which is for information and therefore an IIA screening form has not been completed.

Glossary of terms:

APR – Annual Progress Report

NO₂ – Nitrogen Dioxide

ugm⁻³ – micrograms per metre cubed

PM₁₀ – Particulate Matter <10microns

PM_{2.5} – Particulate Matter <2.5microns

WAQF – Welsh Air Quality Forum

WG – Welsh Government

WHO – World Health Organisation

Background papers: None

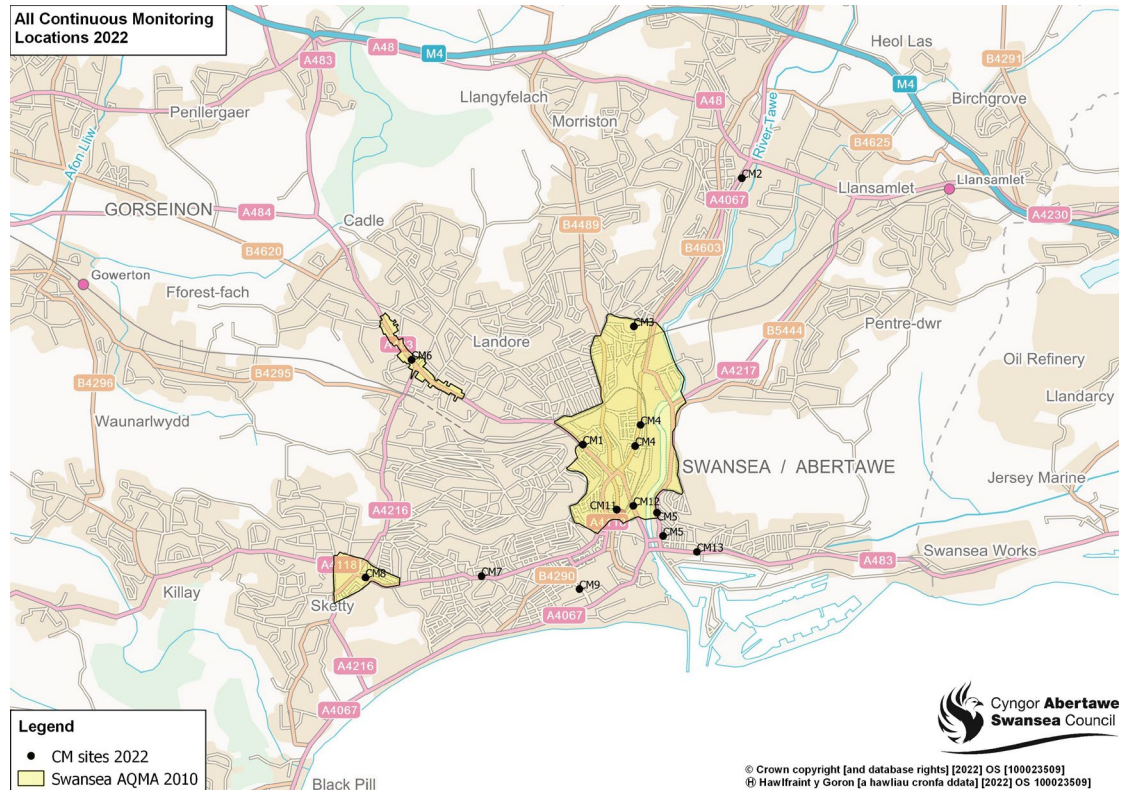
Appendices:

Appendix A - Map to show the location of the automatic monitoring sites in Swansea

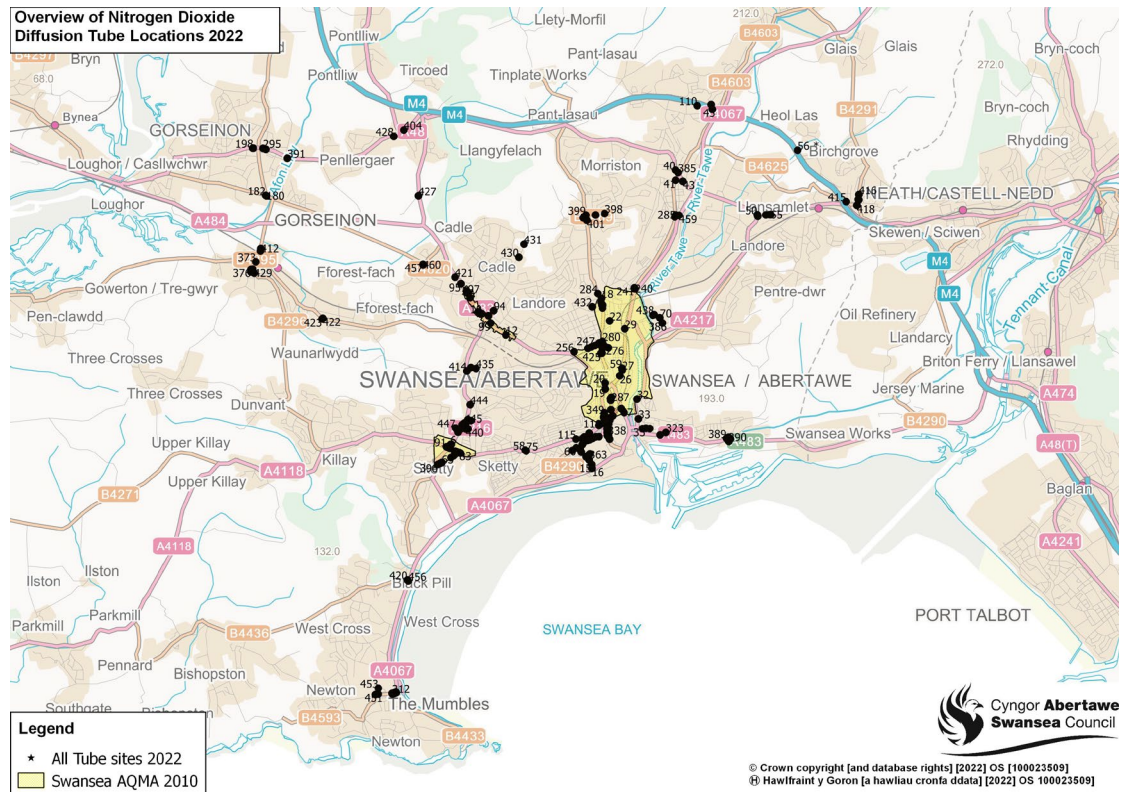
Appendix B: Map to show the location of the non-automatic monitoring sites in Swansea.

Appendix C: The annual mean data for the continuous monitoring locations.

Appendix A: Map to show the location of the automatic monitoring sites in Swansea



Appendix B: Map to show the location of the non-automatic monitoring sites in Swansea.



Appendix C: The annual mean data for the continuous monitoring locations.

Table to show annual mean NO₂ concentrations (µgm⁻³)

	CM1	CM2	CM3	CM4	CM5	CM11	CM12	CM13
2018	18.7	18.1	14.46	37.29	30.3	37.7	26.18	27
2019	24	23.5	13.1	34.8	34.6	44.5	27	28.5
2020	17.6	11.4	10.5	28.8	25.6	31.2	21.7	10.8
2021	19.2	21.3	11.3	31.4	35	35.3	26.2	23.8
2022	19.3	20.6	12.8	36.2	28.4	34.6	26.5	20.7

Figure 2.11 – Trends in Annual Mean NO₂ Concentrations at Automatic Monitoring Sites

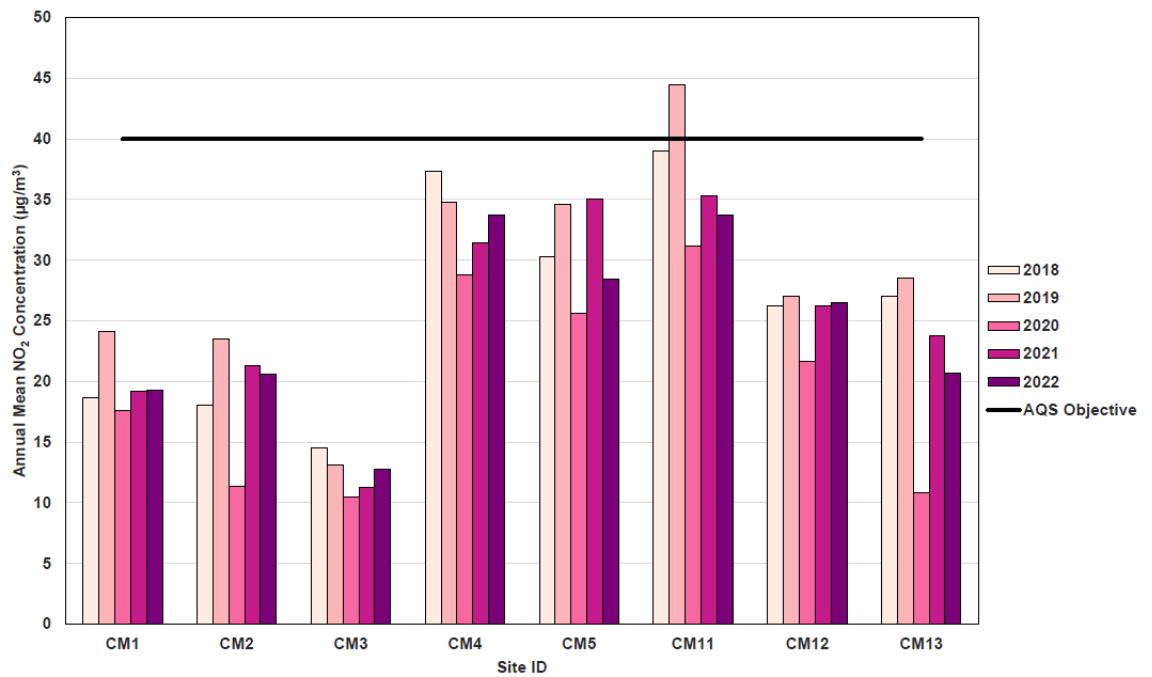


Table to show annual mean PM₁₀ concentrations (µgm⁻³)

	CM1	CM2	CM6	CM7	CM8	CM9
2018	19.69		9.9	12.46	14.65	11.39
2019	18.38		17.35	15.13	18.55	15.47
2020	18.28		17.7	15.9	14.9	18.3
2021	18.1		16.5	14.5	15.2	15.4
2022	18.4			13	14.9	

Figure 2.1 – Trends in Annual Mean PM₁₀ Concentrations

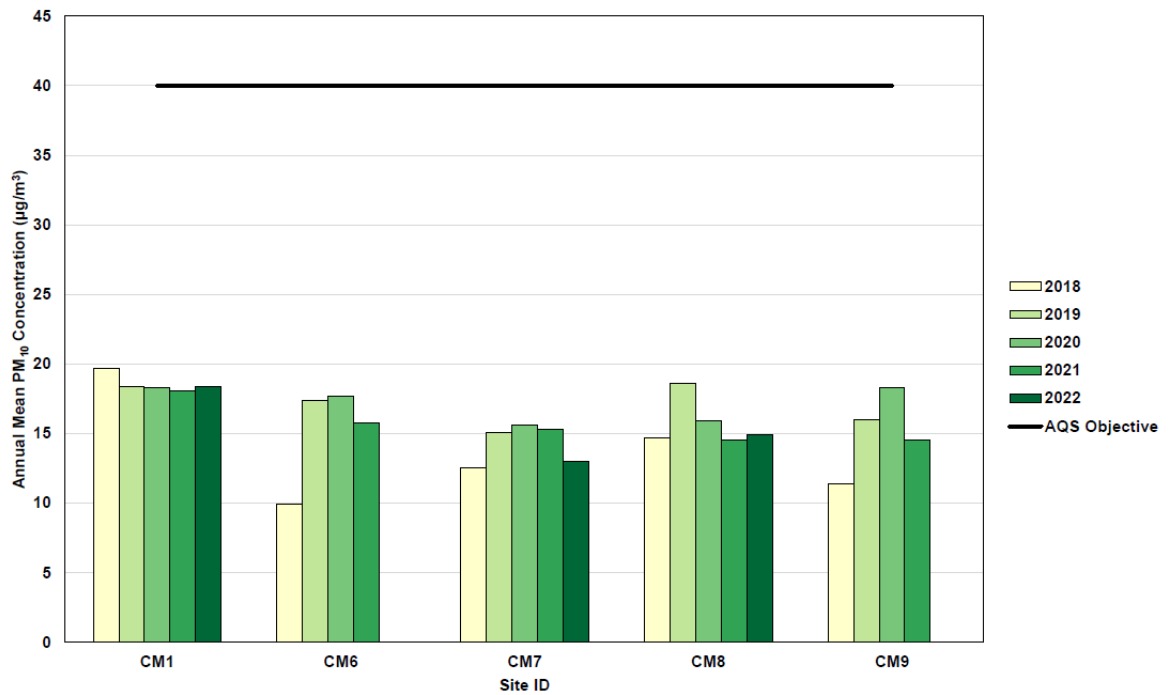
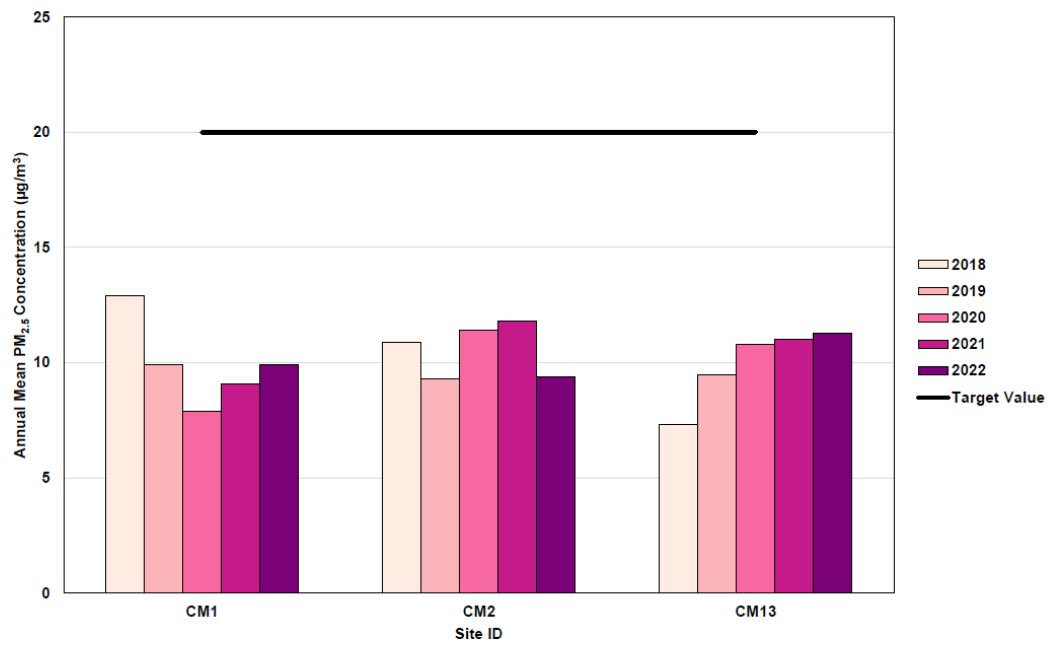


Table to show annual mean PM_{2.5} concentrations (µgm⁻³)

	CM1	CM2	CM13
2018	12.86	10.86	7.28
2019	10.27	9.39	9.31
2020	7.97	11.47	10.89
2021	9.1	11.8	11
2022	9.9	9.4	11.3

Figure 2.3 – Trends in Annual Mean PM_{2.5} Concentrations



Agenda Item 8

CLIMATE CHANGE AND NATURE SCRUTINY PERFORMANCE PANEL WORK PLAN 2023/24

<p>Meeting 1 4 July 2023</p> <p>10am</p>	<p>Appointment of Convener</p> <p>Draft Work Plan 2023-24</p>
<p>Meeting 2 3 October 2023</p> <p>10am</p>	<p>Water Quality, Management and Pollution Control <i>Cllr David Hopkins, Cabinet Member for Corporate Service and Performance</i> <i>Relevant Officers (Tom Price / Carol Morgan)</i> <i>Representatives from Natural Resources Wales TBC</i></p> <p>Planning Enforcement: Nature and Biodiversity (Discussion on how to encourage people to look at biodiversity within planning applications, for example, checklist/toolkit on biodiversity) <i>Cllr David Hopkins, Cabinet Member for Corporate Service and Performance</i> <i>Ian Davies, Development Manager, Planning and City Regeneration</i></p>
<p>Meeting 3 28 November 2023</p> <p>10am</p>	<p>Environmental Tourism briefing (suggested at last year's work planning conference) <i>Cllr Robert Francis-Davis, Cabinet Member for Investment, Regeneration, Events and Tourism</i> <i>Steve Hopkins, Tourism and Marketing Manger</i></p>
<p>Meeting 4 30 January 2024</p> <p>10am</p>	<p>Public Electric Vehicle Charging Provision <i>Invited to attend:</i> <i>Cllr Andrea Lewis – Cabinet Member for Service Transformation</i> <i>Stuart Davies, Head of Highways and Transportation</i> <i>Matthew Bowyer, Group Leader Highways and Transportation</i> <i>Ioan Brannigan, Transport Strategy Officer Highways and Transportation</i></p>
<p>Meeting 5 19 March 2024</p> <p>10am</p>	<p>Local Flood Risk Management – Annual Update (including discussion on Drainage Systems/Services) <i>Invited to attend:</i> <i>Cllr Andrew Stevens – Cabinet Member for Environment and Infrastructure</i> <i>Stuart Davies – Head of Highways and Transportation</i> <i>Mike Sweeney – Team Leader, Highways and Transportation</i></p> <p>Air Quality Management <i>Invited to attend:</i> <i>Cllr David Hopkins, Cabinet Member for Corporate</i></p>

	<p><i>Service and Performance</i> <i>Carol Morgan, Head of Housing and Public Health</i> <i>Tom Price – Team Leader, Pollution Control</i></p>
<p>Meeting 6 14 May 2024</p> <p>10am</p>	<p>Climate Change Update (update on battery disposal to be included) <i>Invited to attend:</i> <i>Cllr Andrea Lewis - Cabinet Member for Service Transformation</i> <i>Relevant Officers (Geoff Bacon / Rachel Lewis)</i></p> <p>Nature and Biodiversity Update (including Monitoring Delivery of Corporate Priority/Objective – Maintain & Enhance Nature & Biodiversity in Swansea) <i>Invited to attend:</i> <i>Cllr David Hopkins, Cabinet Member for Corporate Service and Performance</i> <i>Paul Meller – Natural Environment Section Manager</i> <i>Deborah Hill – Nature Conservation Team Leader</i></p> <p>Achievement against Corporate Priorities / Objectives / Policy Commitments <i>Cllrs Andrea Lewis / David Hopkins / Andrew Stevens / Cyril Anderson</i></p> <p>Panel Review of the Year</p>

Future work programme items:

- Impact of New Housing Developments on the Environment - concerns around housing developments and impact on the environment, including flooding / flood risk. TBC (from work planning conference).
Discuss under item - Local Flood Risk Management (March 2024)?