



City and County of Swansea

Notice of Meeting

You are invited to attend a Meeting of the

Scrutiny Programme Committee

At: Remotely via Microsoft Teams

On: Tuesday, 16 February 2021

Time: 4.00 pm

Chair: Councillor Peter Black CBE

Membership:

Councillors: C Anderson, J E Burtonshaw, M C Child, E W Fitzgerald, J A Hale, D W Helliwell, T J Hennegan, P K Jones, W G Lewis, G J Tanner, W G Thomas and T M White

Statutory Co-opted Members: D Anderson-Thomas and A Roberts

Councillor Co-opted Members: C A Holley, P R Hood-Williams, S M Jones, L R Jones and J W Jones

Watch Online: <http://bit.ly/3jkkJNg>

Webcasting: This meeting may be filmed for live or subsequent broadcast via the Council's Internet Site. By participating you are consenting to be filmed and the possible use of those images and sound recordings for webcasting and / or training purposes.

Agenda

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4 Minutes. To approve and sign the Minutes of the previous meeting(s) as a correct record.	1 - 6
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6 Scrutiny Performance Panel Progress Report: Service Improvement & Finance. (Councillor Chris Holley, Convener)	45 - 49

- 7 Public Question Time.**
Questions must be submitted in writing, no later than noon on the working day prior to the meeting. Questions must relate to items on the agenda. Questions will be dealt with in a 10 minute period.
- 8 Active Travel Consultation Process - Discussion with Cabinet Member for Environment Enhancement & Infrastructure Management. 50 - 160**
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Next Meeting: Tuesday, 16 March 2021 at 4.00 pm

Huw Evans

**Huw Evans
Head of Democratic Services
Tuesday, 9 February 2021**

Contact: Democratic Services - Tel (01792) 636923

Agenda Item 4



City and County of Swansea

Minutes of the **Scrutiny Programme Committee**

Remotely via Microsoft Teams

Tuesday, 19 January 2021 at 4.00 pm

Present: Councillor P M Black (Chair) Presided

Councillor(s)

C Anderson
E W Fitzgerald
T J Hennegan
G J Tanner

Councillor(s)

J E Burtonshaw
J A Hale
P K Jones
W G Thomas

Councillor(s)

M C Child
D W Helliwell
W G Lewis
T M White

Statutory Co-opted Member(s)

D Anderson-Thomas A Roberts

Councillor Co-opted Member(s)

C A Holley S M Jones J W Jones
P R Hood-Williams L R Jones

Also Present:

Councillor Rob Stewart	Leader / Cabinet Member for Economy, Finance & Strategy
Councillor David Hopkins	Joint Deputy Leader / Cabinet Member for Delivery & Operations
Councillor Robert Francis-Davies	Cabinet Member for Investment, Regeneration & Tourism
Councillor Linda Tyler-Lloyd	Mayals Ward

Officer(s)

Geoff Bacon	Head of Property Services
Adam Hill	Deputy Chief Executive / Director of Resources
Lewis Hinds	Client Services Manager, Property Services
Kate Jones	Democratic Services Officer
Brij Madahar	Scrutiny Team Leader
Martin Nicholls	Director of Place
Jamie Rewbridge	Strategic Manager Leisure Partnerships, Health & Well Being
Phil Roberts	Chief Executive
Debbie Smith	Deputy Chief Legal Officer

24 Disclosures of Personal & Prejudicial Interest.

The Deputy Chief Legal Officer provided advice to Committee Members on disclosing personal and prejudicial interests.

In accordance with the Code of Conduct adopted by the City and County of Swansea, the following interests were declared:

Councillor Cyril Anderson – Personal – Minute No. 29 – Member of the Planning Committee

Councillor Jeff Jones – Personal – Minute No. 29 – Wife is a member of the Planning Committee

Councillor Will Thomas – Prejudicial – Minute No. 29 – Member of Mumbles Community Council

Councillor Mike White – Personal – Minute No. 29 - Member of the Planning Committee

25 Prohibition of Whipped Votes and Declaration of Party Whips.

In accordance with the Local Government (Wales) Measure 2011, no declarations of Whipped Votes or Party Whips were declared.

26 Minutes.

Resolved that the Minutes of the Scrutiny Programme Committee held on the 15 December 2020 be approved and signed as a correct record.

27 Public Question Time.

A member of the public presented the following questions: -

- 1) We understand the remit of the Committee is to decide on the lease of the Llwynderw site to Mumbles Community Council, as planning for the proposed redevelopment has already been through full process and approved. Could the Committee confirm this is the correct?
- 2) We're mindful of the strong support for the re-development of the Llwynderw site from the skateboard, BMX and scooter communities, amongst others, and the concerns voiced regarding the time the process has taken to date. We're also aware that, coming out of lockdown, the community will be keen to take advantage of facilities and past times they have not been able to enjoy for some time. Assuming the proposal is approved, what would be the anticipated timescale for the lease to be signed over, to enable the redevelopment to begin in earnest, and would it be feasible to hope that the development could be completed before summer 2021?

The Chair confirmed that the remit of Scrutiny Programme Committee was not to make a decision on the lease, but to question and discuss the matter with the relevant Cabinet Members and then present the views of the Committee to Cabinet it could consider this as part of their decision-making.

It was also confirmed by Cabinet Members that should the decision be approved at Cabinet, then the council would be looking to progress the matter as soon as

possible, whilst also ensuring the due process is followed correctly and taking into account current pressures of dealing with the Covid-19 pandemic.

28 Cabinet Member Question Session: Leader and Cabinet Member for Economy, Finance & Strategy (Councillor Rob Stewart).

The Leader presented a report on the key headlines of the Economy, Finance and Strategy Portfolio. He also highlighted the unprecedented nature of the last 9 months and thanked all staff including all school staff as well as senior officers and Cabinet colleagues who have all worked hard in delivering the Covid-19 response.

Questions and discussions focussed on the following:-

Covid-19

- Progress on the vaccination programme – initial issues – noted that currently close to 21,000 vaccinations had been administered
- Programme to supply second vaccination dose
- Set up of three Mass Vaccination Centres – Bay hospital, Margam and Canolfan
- Good progress on vaccinating health and social care staff as well as care home residents
- Vaccinations had started for over 75's and 70's
- All 49 GP surgeries were now participating in the vaccination programme
- On track to complete the first 4 priority groups from Welsh Government by approx. 15 February 2021 – depending on vaccine supply and resources
- It was aimed to move to Priority Groups 5-9 by the spring
- Possibility and practicality of drive-through vaccination centres
- Local Emergency Planning – preparedness for the pandemic and lessons learnt, including around regional resilience structures in place
- Response to delivering and re-designing services during the pandemic and setting up remote working
- Preparations for a no-deal Brexit had provided some assistance in responding to Covid-19 and preparedness
- Rate of pay of front line / key workers – national issue

Brexit

- Impact of Brexit on Swansea in light of the deal which had been agreed – early days, demonstrations from the fishing industry, some issues on frictionless trade
- Difficulty of seeing full impact alongside the pandemic
- Previous assessment showed that Wales would lose a minimum of £1.5 billion even with a good deal
- Importance of making best of current position
- Continued monitoring of implications of Brexit
- Progress and clarity around a Shared Prosperity Fund
- Importance of the ERASMUS scheme and possibility of continuing the scheme
- Maintaining and enhancing links with Mannheim – Swansea's twin City in Germany
- Protecting workers rights – high skilled and well paid workforce

Budget

- Ability to deliver a balanced budget in light of Brexit and Covid-19 – it was anticipated that a balanced budget would be delivered and hoped for a positive budget
- Remarkable work of the finance team in administering aid / grants / support during the pandemic

Partnership and Regional Working

- Looking at partnership working and whether there would be merit in bringing together Swansea Public Services Board, Neath Port Talbot Public Service Board and West Glamorgan Regional Partnership Board – looking at footprint of regional working and streamlining structures

City Centre

- Make-up of the projected 467 (full times equivalent) additional jobs generated from the Arena development
- Current position of Debenhams - national store and decisions, but council would look to support where possible

Resolved that the Chair of the Scrutiny Programme Committee write to the Leader, reflecting the discussion and sharing the views of the Committee.

29 Pre-Decision Scrutiny: Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy.

The Cabinet Member for Investment, Regeneration & Tourism, the Cabinet Member for Delivery & Operations, and relevant officers were present for the Committee's consideration of cabinet report on 'Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy'

The cabinet report concerned the disposal of land to Mumbles Community Council for the purpose of constructing and managing a new Skatepark on the site referred to as Llwynderw.

The Cabinet Member for Delivery & Operations highlighted the comprehensive report and noted that planning permission had been granted. It was an exciting opportunity for the City.

The Chair highlighted that the Committee was not making a decision on the lease, but was to provide its views and any recommendations to Cabinet.

Councillor Will Thomas remained in the meeting to only give views, highlighting that improvements were needed to the process of community asset transfers, then left the meeting, playing no part in discussion of this item.

Councillor Linda-Tyler Lloyd, whose request to address the Committee had been granted, expressed views as a local member about the location of the proposed skate park development by Mumbles Community Council and the benefits of using the Blackpill Lido site for the development instead.

Questions and discussions focussed on the following:-

- Safety issues being next to main road and access to the development
- Impact on surrounding area, being a Site of Special Scientific Interest
- Planning Permission – highways and ecological reports impact assessments, as well as planning recommendations / requirements
- Independent report carried out by Mumbles Community Council on possible sites
- Response to consultation – largely positive responses with a large response from young people as well

The Chair thanked the Cabinet Members and Officers.

In conclusion, the Committee agreed that all questions raised had been addressed and were happy to support the proposed decision in view of the positive response to the consultation regarding the disposal, and likelihood of the development being delivered successfully by the Community Council and a positive outcome for the city and users, particularly young people.

Resolved that the Chair of the Scrutiny Programme Committee writes to the Cabinet Members outlining the views of the Committee, with feedback to be presented to Cabinet on 21 January 2021 ahead of decision on the cabinet report.

30 Membership of Scrutiny Panels and Working Groups.

The Chair presented a report on 'Membership of Scrutiny Panels and Working Groups', following the agreement of a scrutiny work programme

Resolved that Councillor June Burtonshaw be added to the Bus Services Scrutiny Working Group.

31 Scrutiny Work Programme 2020/22.

The Chair presented a report on the Scrutiny Work Programme 2020/22.

The Chair noted that the next Scrutiny Programme Committee was on 16 February 2021 where the Children and Young Peoples' Rights Scheme Annual Report was scheduled. He also informed the Committee that planned pre-decision scrutiny on upcoming cabinet report 'Business Case for the Relocation of the Civic Centre' would be put back to March Committee as this report was now listed for March Cabinet.

The Chair alerted Committee Members to recent public contact around the Council's Active Travel Schemes and specific concerns that have been brought to the attention of scrutiny. He invited Committee Members to consider whether to call in the Cabinet Member for Environment Enhancement & Infrastructure Management to the Committee for discussion that could focus on the consultation process followed, and reflections on recent experience and public concerns.

Resolved that the Cabinet Member for Environment Enhancement & Infrastructure Management be invited to attend the February Committee meeting for discussion on the Active Travel consultation process.

32 Scrutiny Letters.

The Chair presented a report on 'Scrutiny Letters' for information.

Resolved that the scrutiny letters log be noted.

33 Date and Time of Upcoming Panel / Working Group Meetings.

The dates and times of the upcoming Panel / Working Group meetings were **noted**.

The meeting ended at 5.30 pm

Chair

Agenda Item 5



Report of the Chair

Scrutiny Programme Committee – 16 February 2021

Scrutiny Annual Report 2019/20

Purpose	To provide a report on the work of scrutiny for the municipal year 2019/20.
Content	This report provides background to the annual report and attaches the draft annual report 2019/20.
Councillors are being asked to	Consider the annual report and endorse its presentation to Council.
Lead Councillor(s)	Councillor Peter Black, Chair Councillor Terry Hennegan, Vice Chair
Lead Officer:	Tracey Meredith, Chief Legal Officer
Report Author(s)	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: scrutiny@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

- 1.1 Every year Council requires that an annual report is produced for the work of scrutiny for the previous municipal year.
- 1.2 The Scrutiny Annual Report is used to:
 - Highlight the work carried out by scrutiny
 - Show how scrutiny has made a difference
 - Support continuous improvement for the scrutiny function
- 1.3 The report is produced as a simple scorecard. This approach is intended to highlight a small number of key indicators that illustrate four performance questions. These questions, which are intended to reflect a 'results based' approach, are:

- How much scrutiny did we do?
 - How well did we do?
 - How much did scrutiny affect the business of the Council?
 - What were the outcomes of scrutiny?
- 1.4 Charts have been added that show comparative data with previous years where available. Arrows on the main scorecard have also been added to indicate the direction of change for each measure.
- 1.5 Councillors should also consider whether the indicators will be suitable for future reports or whether different indicators should be used or developed.
- 1.6 Subject to agreement, the annual report could be presented to the next available Council meeting, which would be 25 March 2021.

2. Financial Implications

- 2.1. There are no specific financial implications raised by this report.

3. Legal Implications

- 3.1. The Council Constitution requires that a scrutiny annual report is produced each year although the style and content of the annual report is not prescribed.

Background Papers: None

Appendices:

Appendix 1 - Scrutiny Annual Report 2019/20



Scrutiny Annual Report 2019/20

DRAFT



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1. Chair's Foreword

Councillor Peter Black, Chair of the Scrutiny Programme Committee



I am proud to present the third annual report of this Council term, as new Chair of the Scrutiny Programme Committee. I must of course recognise the leadership and contribution of Cllr. Mary Jones, who led the Committee since 2014 and stood down from the Chair in June 2020.

Scrutiny is a vital part of local democracy and good governance. This report reflects on the range of different activities carried out by scrutiny councillors over the past year to make sure the work of the Council is accountable and transparent, effective and efficient, and helps the Council to achieve its objectives and drive improvement, by questioning and providing challenge to decision-makers.

Our report focuses on how scrutiny has made a difference for a better Swansea, and our efforts to support the continuous improvement of scrutiny practice. Unsurprisingly, the COVID-19 pandemic has caused some disruption to the work of scrutiny over the last year. Scrutiny activity has had to be flexible and responsive to organisational pressures as the Council focuses its efforts on tackling the pandemic and dealing with the impact locally. Since March 2020 meetings have been conducted on-line via Microsoft Teams. Capacity to support the scrutiny work programme was also reduced due to a vacant post in the Scrutiny Team, meaning some planned activities were put on hold. Therefore 2019-20, and perhaps the current year as the pandemic continues, are not typical and, whilst data is shown in the report, there is little value in comparison with previous years.

Due to the COVID-19 pandemic, the 2019-2020 municipal year was extended for several months, so this Annual Report covers scrutiny activity between May 2019 and September 2020.

Measuring the performance of scrutiny in a meaningful way is not particularly easy, however we have tried to take a 'results based' approach to tell you about:

- How much scrutiny we did
- How well we did it
- How much scrutiny affected the business of the Council
- What the outcomes of scrutiny were

We hope that this report provides you with assurance and confidence that councillors involved in scrutiny are contributing to better services, policies and decisions, and a better Swansea.

Finally, I must give my thanks to all of the councillors who have led or participated in scrutiny over the past year.



Councillor Peter Black

DRAFT

2. Swansea Scrutiny Results Scorecard 2019-20

Scrutiny Practice	A. How much scrutiny did we do?	B. How well did we do?
	<ol style="list-style-type: none"> 1. Number of Committee meetings = 18 ↑ (14) 2. Number of Panel & Working Group meetings = 54 ↓ (95) 3. Number of in-depth inquiries completed = 1 ↔ (1) 4. Number of Working Group topics completed = 1 ↓ (8) 	<ol style="list-style-type: none"> 5. Average councillor attendance at scrutiny meetings = 73% ↑ (69%) 6. Backbench councillors actively involved in scrutiny = 62% ↓ (71%) 7. Meetings with public observers = 50% ↑ (49%) 8. Meetings with public input = 21% ↓ (27%) 9. Meetings attracting media coverage = 33% ↑ (32%)
Scrutiny Outcomes	C. How much did scrutiny affect the business of the Council?	D. What were the outcomes of scrutiny?
	<ol style="list-style-type: none"> 10. Number of Chairs' Letters sent to Cabinet Members = 77 ↑ (64) 11. Average time for Cabinet Member response letter = 22 days ↑ (20) 12. Letters responded to within 21 day target = 69% ↑ (63%) 13. Number of scrutiny reports to Cabinet = 2 ↔ (2) 14. Cabinet Action plans agreed = 3 ↑ (1) 15. Follow ups undertaken = 3 ↑ (2) 16. Number of Cabinet reports subject to pre decision scrutiny = 5 ↓ (8) 17. Number of Cabinet reports subject to Call-in = 0 ↓ (1) 18. Cabinet members who attended at least one question and answer session at the Scrutiny Programme Committee = 80% ↓ (100%) 	<ol style="list-style-type: none"> 19. Scrutiny recommendations accepted or partly accepted by Cabinet = 90% ↓ (100%) 20. Recommendations signed off by scrutiny as completed = 48% ↓ (56%)

(Last year in brackets) ↓↑ = notable change, ↓↑ = small change, ↔ no change

3. About the Indicators

A. How much scrutiny did we do?

3.1 Number of Committee meetings = 18

The Council has a single overarching Scrutiny Committee, called the Scrutiny Programme Committee, which met 18 times.

The Committee is responsible for developing and managing the overall Scrutiny Work Programme. Overarching priorities were shaped by the annual work planning conference, which took place in June 2019 (open to all non-executive councillors), that heard a range of perspectives on what should be included. All councillors can suggest particular topics of concern for possible scrutiny.

The councillor-led Scrutiny Work Programme is guided by the overriding principle that the work of scrutiny should be strategic and significant, focussed on issues of concern, and represent a good use of scrutiny time and resources.

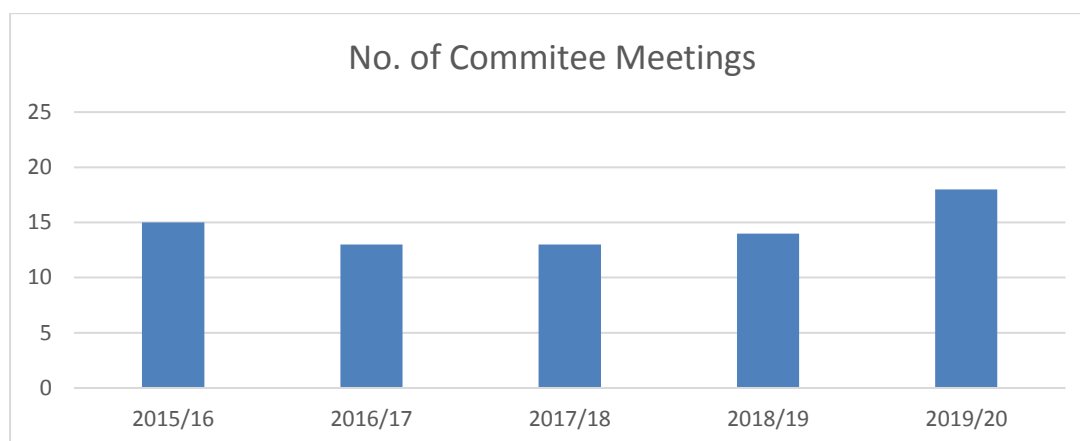
Specific scrutiny activities included in the work programme are carried out either by the Committee or by establishing informal Panels and Working Groups. All meetings are held in public.

Formal Committee meetings for scrutiny give councillors the opportunity to hold cabinet members to account and provide challenge on a range of policy and service issues. This included holding structured Question & Answer sessions with cabinet members to explore their work, looking at priorities, actions, achievements and impact.

The following topics were also examined by the Committee:

- Housing Commissioning Review Progress
- Annual Corporate Safeguarding Report

Comparison with previous years:



3.2 Number of Panel & Working Group meetings = 54

It is important that the Scrutiny Work Programme strikes a balance between community concerns and strategic issues. The Committee considers what specific topics should feature in the programme so that it is focussed on the right things.

Most of the work of scrutiny is delegated to informal topic based Panels and Working Groups. Scrutiny Panels and Working Groups are established by the Scrutiny Programme Committee, with an appointed convener (chair), to carry out specific scrutiny activities.

There are two types of panels:

Inquiry Panels - these undertake in-depth inquiries into specific and significant areas of concern on a task and finish basis.

Topics examined	Convener	Activity
<ul style="list-style-type: none"> Equalities Key Question: How effectively is the Council meeting and embedding the requirements under the Equality Act 2010 (Public Sector Duty for Wales)? 	Cllr. Louise Gibbard	Final report presented to Cabinet on 19 Sep 2019. Cabinet response agreed 21 Nov 2019.
<ul style="list-style-type: none"> Procurement Key Question: What is the Council doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices? 	Cllr. Chris Holley	Pre-inquiry planning meeting held 24 Oct 2019 to agree focus of inquiry. Work was placed on hold due to resources.

Performance Panels - these provide in-depth performance / financial monitoring and challenge for clearly defined service areas.

Aligned to a new Council corporate priority and following on from the Natural Environment Scrutiny Inquiry, the Committee established an additional Performance Panel to focus on the Council's commitments on the natural environment and biodiversity.

Performance Panels	Convener
<ul style="list-style-type: none"> • Service Improvement & Finance (monthly) • Education (monthly) • Adult Services (monthly) • Child & Family Services (every two months) • Development & Regeneration (every two months) • Natural Environment (quarterly) • Public Services Board (multi-agency Panel meeting twice yearly) 	Cllr. Chris Holley Cllr. Lyndon Jones Cllr. Peter Black Cllr. Paxton Hood-Williams Cllr. Jeff Jones Cllr. Peter Jones Chair of Scrutiny Programme Committee

Working Groups are one-off meetings established to enable a 'light-touch' approach to specific topics of concern.

Working Groups	Convener
<ul style="list-style-type: none"> • Brexit 	Cllr Peter Jones

The additional Performance Panel also meant reduced capacity to support Working Groups. Four one-off Working Groups were included in the work programme. The other three Working Groups were placed on hold due to resources.

3.3 Number of in-depth inquiries completed = 1

Work on the following in-depth inquiry was completed:

- Equalities: *How effectively is the Council meeting and embedding the requirements under the Equality Act 2010 (Public Sector Duty for Wales)?*

3.4 Number of Working Group topics completed = 1

Work on the following topic(s) was completed through meetings of Working Groups:

- Brexit

B. How well did we do?

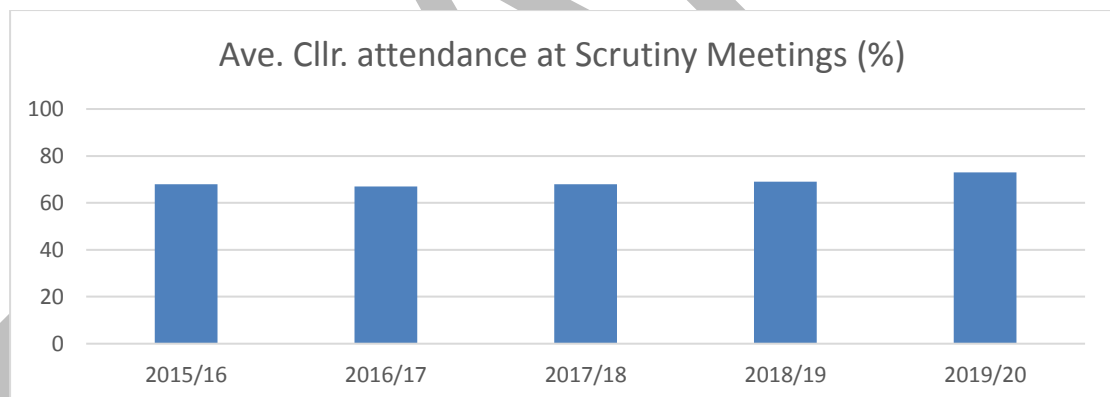
3.5 Average councillor attendance at scrutiny meetings = 73%

The rate of councillor attendance measures an important aspect of effectiveness as it reflects the engagement of councillors in the scrutiny process.

Council determines the membership of the Scrutiny Programme Committee. However, membership of the various informal Panels and Working Groups is based on interest shown by councillors in the topics under scrutiny. Based on expressions of interest the membership of Panels and Working Groups is determined by the Committee.

Attendance figures for councillors are collected by the Council's Democratic Services Team and published on the Council's website. Our figure is an overall attendance figure that includes the Scrutiny Programme Committee, Panel meetings and Working Groups.

Comparison with previous years:

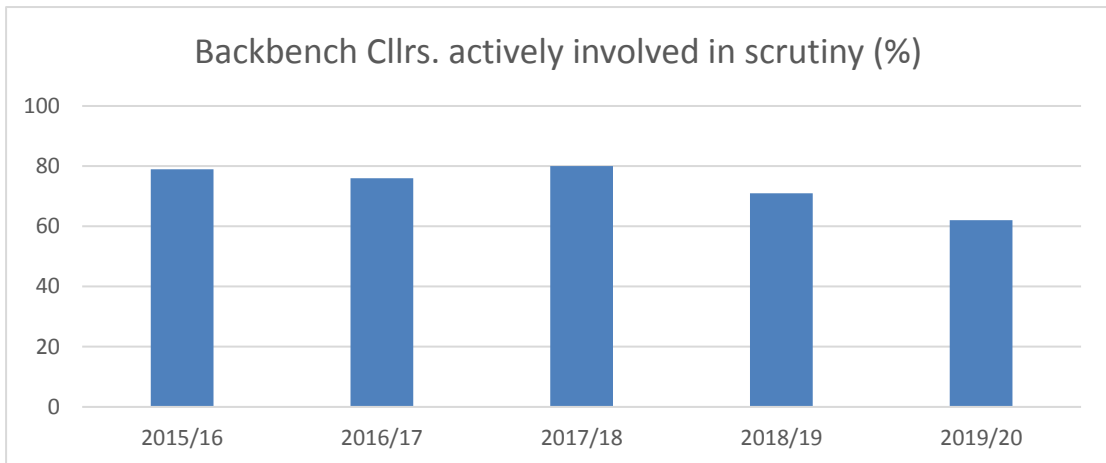


3.6 Backbench councillors actively involved in scrutiny = 62%

All backbench councillors have the opportunity to participate in scrutiny work regardless of committee membership. New scrutiny topics, once agreed, were advertised to all non-executive councillors and expressions of interest sought to lead and/or participate in these activities. It enables councillors to participate based on interest, and enables them to build up specialist expertise.

The majority of backbench councillors were involved in scrutiny, through either the Scrutiny Programme Committee, Panels or Working Groups.

Comparison with previous years:

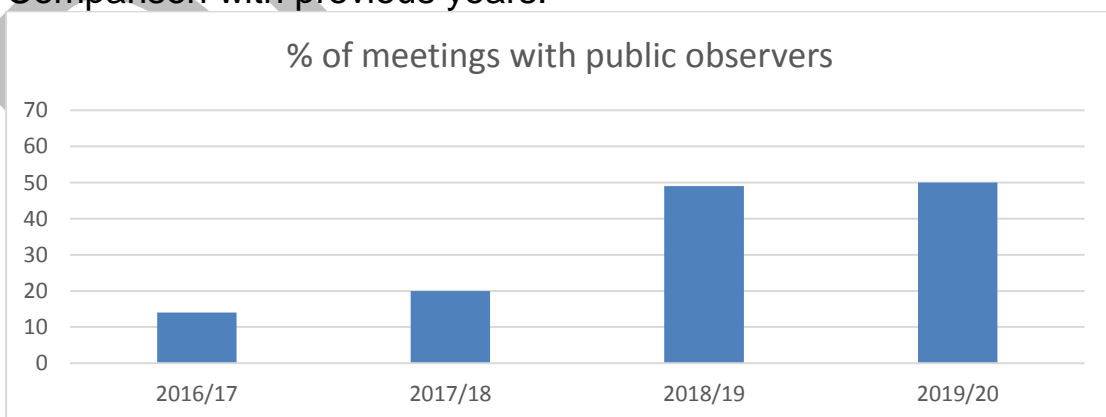


3.7 Meetings with public observers = 50%

Scrutiny is important as a mechanism for community engagement. All scrutiny meetings, whether the Committee or Panels and Working Group, are conducted in public, subject to specific items of business that on rare occasions may contain exempt information. On average, half of the 72 scrutiny meetings held were observed by persons in the public gallery, which indicates there is a significant focus of scrutiny on matters of public interest.

The move to remote meetings during the pandemic has affected our ability to report accurately on the number of public observers.

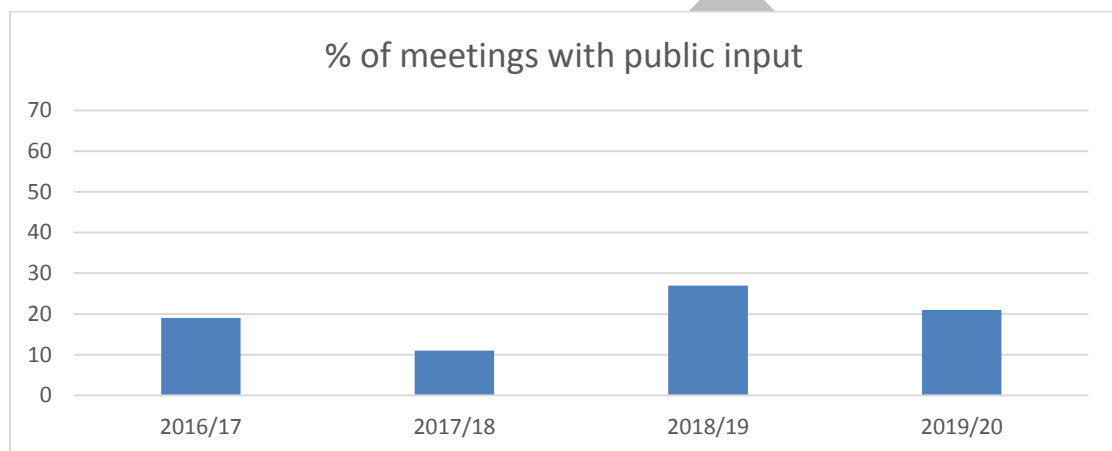
Comparison with previous years:



3.8 Meetings with public input = 21%

As well as attracting interest and observers to listen to what is being discussed, councillors are keen to increase active public involvement in the work of scrutiny. 21% of all scrutiny meetings had some form of such engagement and public input. This input can take various forms, including submission of questions for scrutiny sessions with cabinet members, making suggestions for the scrutiny work programme, contributing evidence to specific items under scrutiny - whether in person or reflected in the meeting agenda.

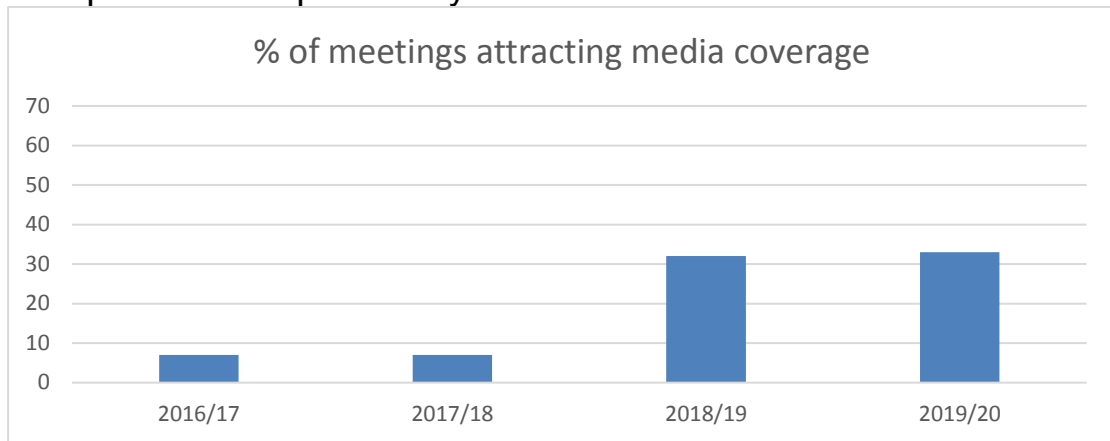
Comparison with previous years:



3.9 Meetings attracting media coverage = 33%

As well as attracting interest from individuals and getting members of the public to engage directly, a measure of whether scrutiny is focussed on the right things and is making an impact is the amount of media coverage that scrutiny is attracting. We found that 33% of scrutiny meetings made the news. Across all activities there were at least 28 scrutiny discussions reported in the local press (print and on-line). Issues which generated coverage included: Foreshore Development, Tourism, Air Pollution, City Centre Regeneration, Council Budget, COVID-19, Flooding, Social Services

Comparison with previous years:

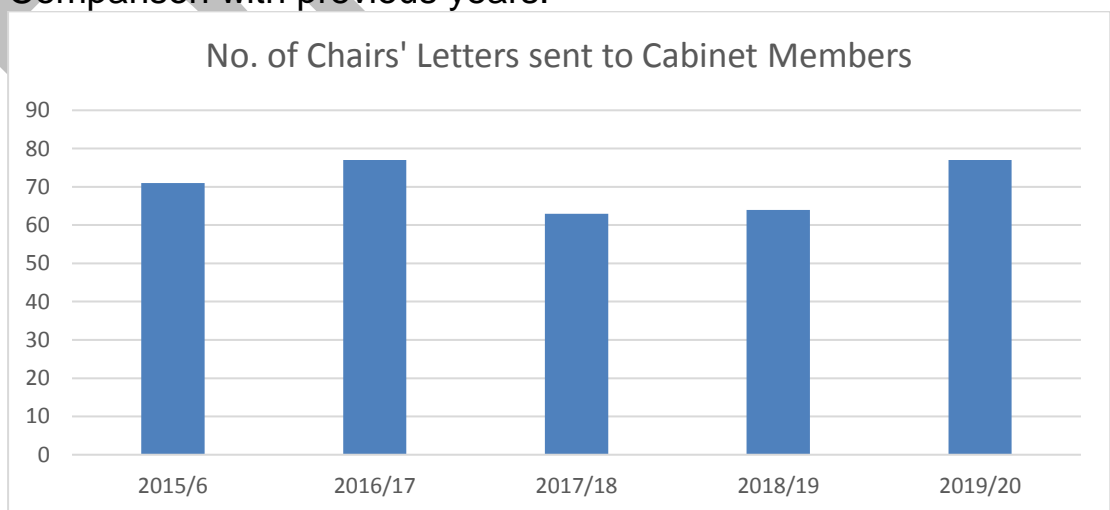


C. How much did scrutiny affect the business of the Council?

3.10 Number of Chairs' Letters sent to Cabinet Members = 77

Chairs letters are an established part of the scrutiny process in Swansea. They allow the Committee and Panel meetings / Working Groups to communicate quickly and efficiently directly with relevant cabinet members. They will send letters to raise concerns, recognise good practice, ask for further information and make recommendations for improvement, reflecting the discussion at Committee / Panel / Working Group meetings. Letters are effectively 'mini-reports' with conclusions and proposals from scrutiny – and where necessary require a response. 77 letters were sent to Cabinet Members.

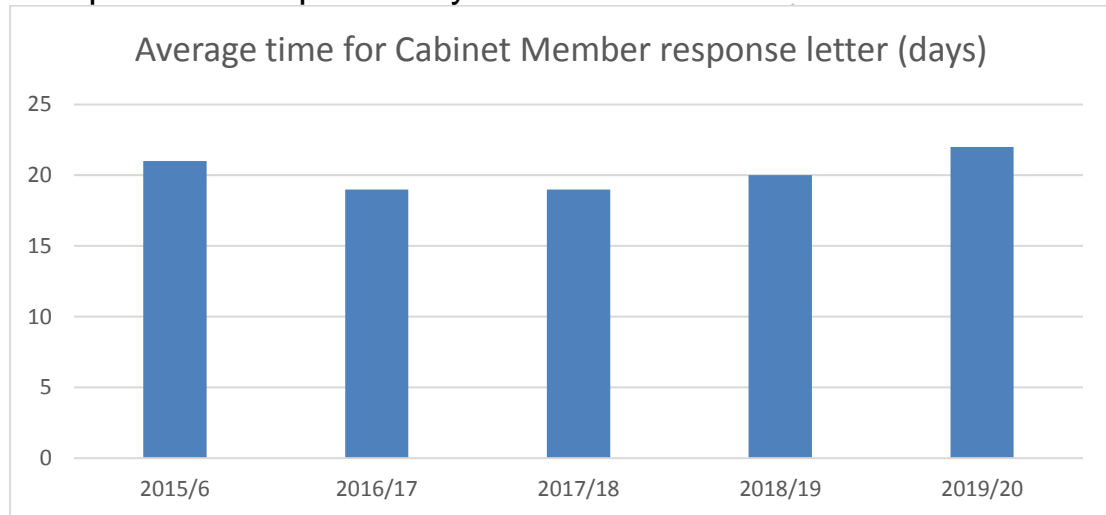
Comparison with previous years:



3.11 Average time for Cabinet Member response letter = 22 days

When scrutiny letters are sent to Cabinet Members and require a response Cabinet Members are required to respond within 21 calendar days. The average response time for letters sent was 22 days, which indicates that scrutiny is generally getting a timely response to views, concerns, and any suggested action for Cabinet Members.

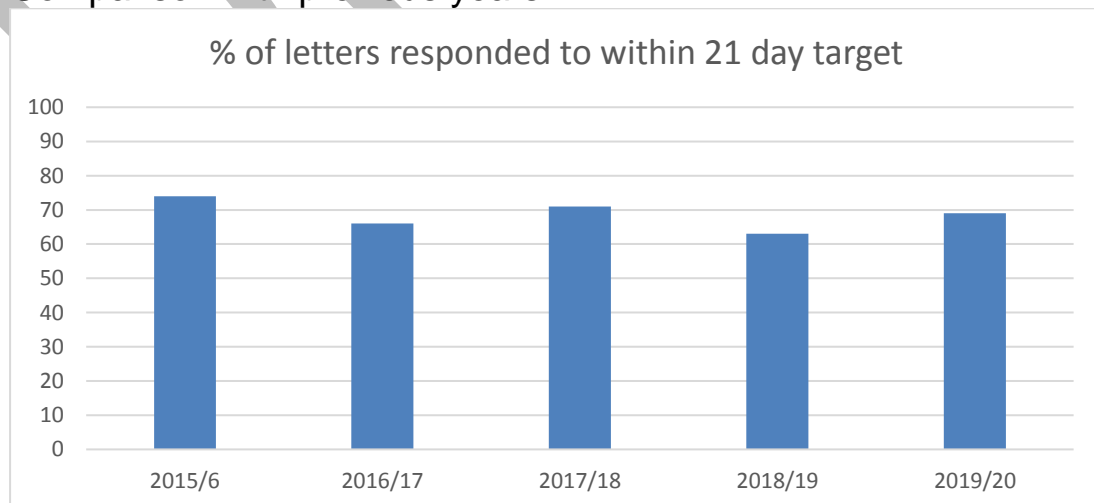
Comparison with previous years:



3.12 Letters responded to within 21 day target = 69%

Whilst the response to scrutiny letters was on average 22 days, some letters did take longer. The number of letters responded to within the 21 day target was 69% (33 out of 48 letters).

Comparison with previous years:

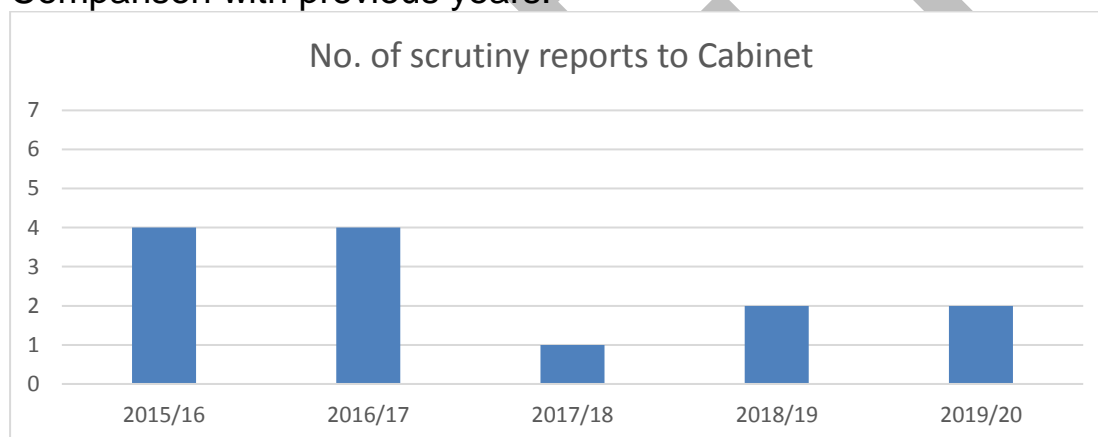


3.13 Number of Scrutiny reports to Cabinet = 2

In-depth inquiries are reported to Cabinet for a response to the recommendations agreed by scrutiny and action plan on how the recommendations will be implemented. Scrutiny Working Groups also have the option of either writing a letter to relevant Cabinet Member(s) or report to Cabinet, depending on outcomes from discussion. The following were reported to Cabinet, with the number of recommendations from each report shown:

Report	Convener	Cabinet Meeting	No. of Recommendations
Tourism Working Group	Cllr. Peter Jones	July 2019	12
Equalities Inquiry	Cllr. Louise Gibbard	September 2019	18

Comparison with previous years:

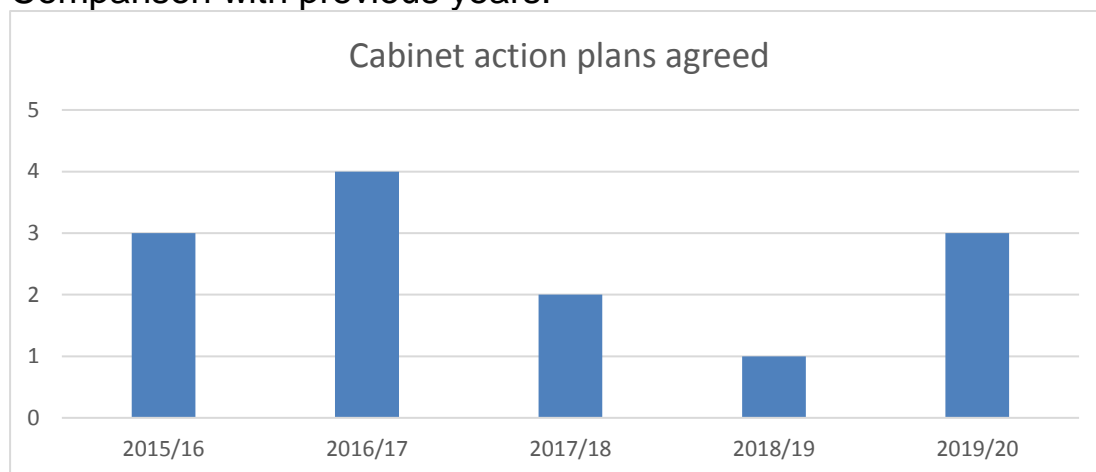


3.14 Cabinet action plans agreed = 3

Once recommendations and an action plan have been agreed by cabinet, scrutiny will follow up on progress with implementation and impact. The following action plans were published and agreed by Cabinet:

Report	Cabinet Meeting	Response to Recommendations
Natural Environment Inquiry	July 2019	of the 20 recommendations: 16 were agreed, 2 agreed in part, and 2 were not agreed
Tourism Working Group	July 2019	of the 12 recommendations: 8 were agreed, 1 agreed in part, and 3 were not agreed.
Equalities Inquiry	November 2019	all 18 recommendations were accepted

Comparison with previous years:



3.15 Follow ups undertaken = 3

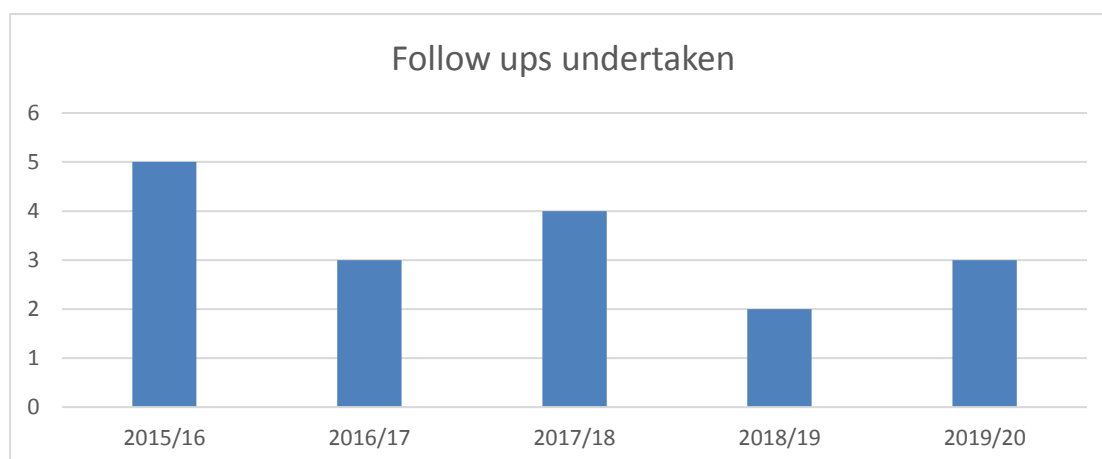
Inquiry Panels reconvene to follow up on the implementation of agreed recommendations and cabinet action plans, and assess the impact of their work. A meeting will usually be held 6-12 months following cabinet decision, with a further follow up arranged if required.

In order to check whether the agreed action plans have been carried out, scrutiny will ask for follow up reports from cabinet members. If councillors are satisfied they can then conclude the work for that inquiry. Both previous scrutiny inquiries that required a follow up were followed up:

Inquiry	Convener	Cabinet Action Plan agreed	Monitoring Status
Regional Working	Cllr. Lyndon Jones	August 2018	Complete – meeting held October 2019
Natural Environment	Cllr. Peter Jones	July 2019	Complete – meeting held September 2020

The Scrutiny Programme Committee will follow up any Working Group reports to Cabinet. The Tourism Working Group recommendations were followed up in March 2020.

Comparison with previous years:

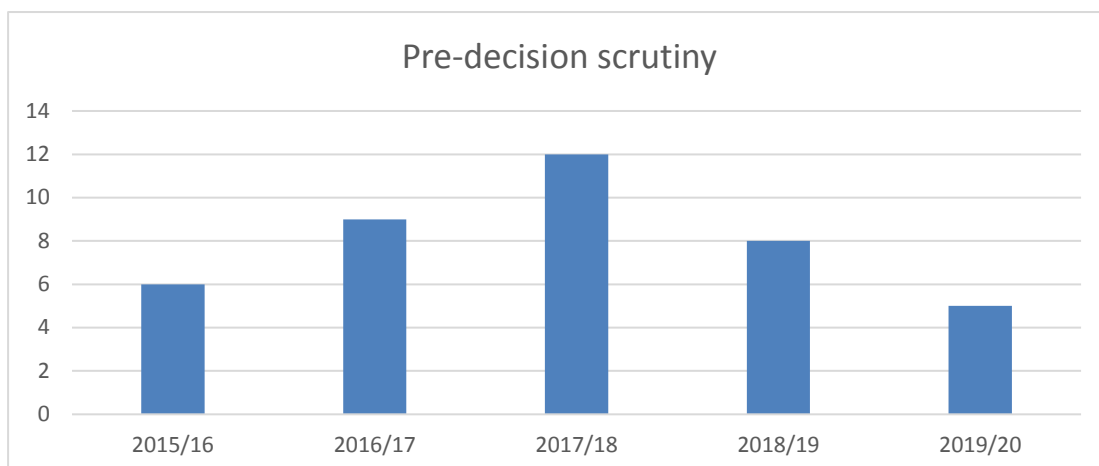


3.16 Number of Cabinet reports subject to pre-decision scrutiny = 5

Pre-decision scrutiny involves scrutiny councillors considering cabinet reports before cabinet makes a final decision. Taking into account strategic impact, public interest, and financial implications, the following five cabinet reports were subject to pre-decision scrutiny (carried out by the Committee or relevant Performance Panels), with views reported to Cabinet before decisions were taken:

Report	Cabinet Member	Cabinet Meeting	Undertaken by
Enterprise Resource Planning (ERP) System	Business Transformation & Performance	19 Sep 2019	Committee
Housing Commissioning Review Option Appraisal Report	Homes, Energy & Service Transformation	21 Nov 2019	Committee
Foreshore Sites - Public Consultation and Procurement Responses Summary and Next Steps.	Investment, Regeneration & Tourism	9 Jan 2020	Committee
Annual Budget	Economy & Strategy (Leader)	20 Feb 2020	Service Improvement & Finance Panel
COVID-19 Emergency Surge Hospital	Economy & Strategy (Leader)	27 Apr 2020	Committee

Comparison with previous years:



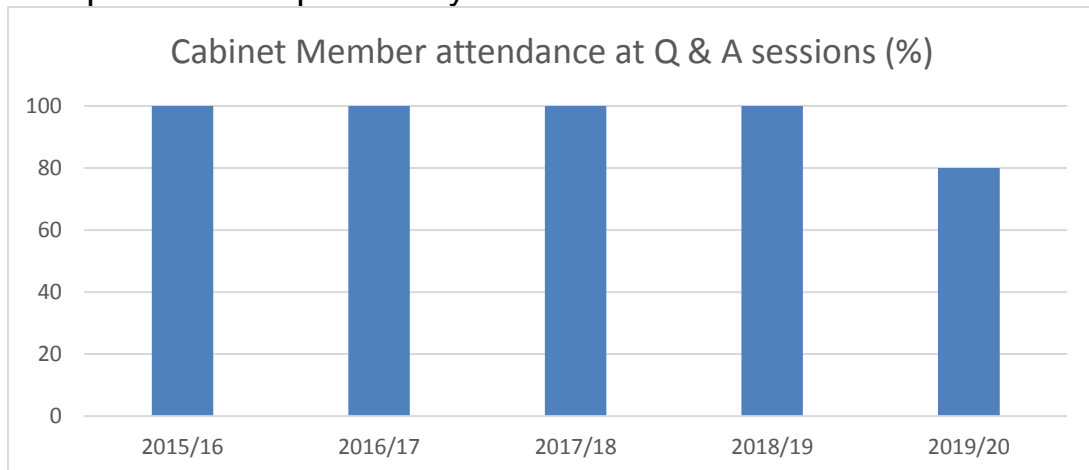
3.17 Number of Cabinet reports subject to Call-in = 0

During 2018-19, the Council agreed new call-in arrangements with scrutiny at the centre of the process. Any valid call-in of cabinet decisions leads to the calling of a special meeting of the Scrutiny Programme Committee. A call-in can be made by the Chair or Vice-Chair of the Scrutiny Programme Committee or by any four councillors by giving notice in writing to the Head of Democratic Services within a specific call-in period. With the increase in pre-decision scrutiny seen over the last few years a large number of call-ins are not anticipated. There were no cabinet decisions 'called in' over the past year.

3.18 Cabinet members who attended at least one question and answer session at the Scrutiny Programme Committee – 80%

Cabinet members attend scrutiny meetings to answer questions and provide information. Cabinet attendance at scrutiny meetings is a good indicator that the 'holding to account' role of scrutiny is functioning well. Discrete question and answer session at the Scrutiny Programme Committee enable the Committee to explore the work of Cabinet Members, looking at priorities, actions, achievements and impact. It ensures that scrutiny provides regular challenge to decision-makers. As some meetings of the Committee were cancelled, during April and May 2020, Q & A sessions were not able to cover every cabinet portfolio.

Comparison with previous years:

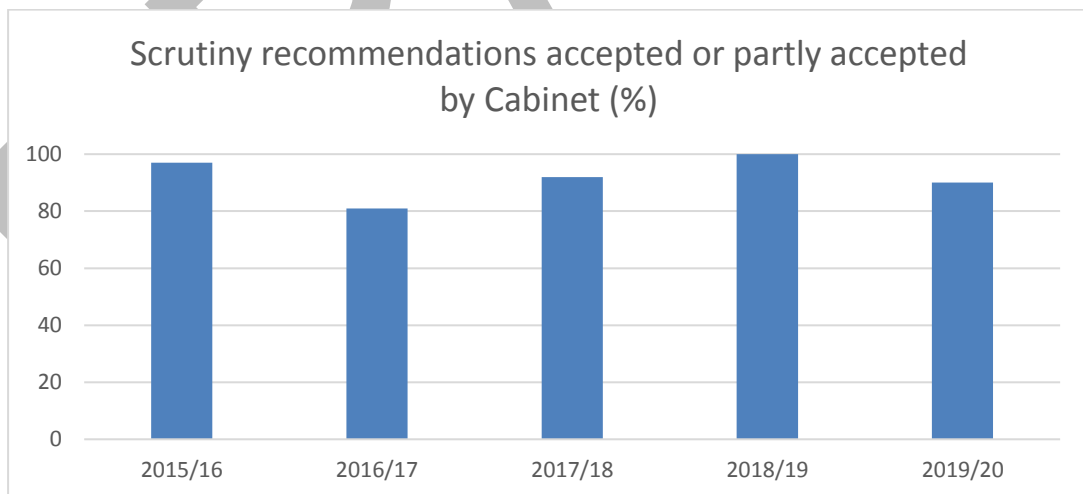


D. What were the outcomes of scrutiny?

3.19 Scrutiny recommendations accepted or partly accepted by Cabinet = 90%

The rate that cabinet accept scrutiny recommendations is a good indicator of whether scrutiny is making strong recommendations based on robust evidence. Cabinet responded to 18 scrutiny inquiry recommendations, and 12 Working Group recommendations.

Comparison with previous years:

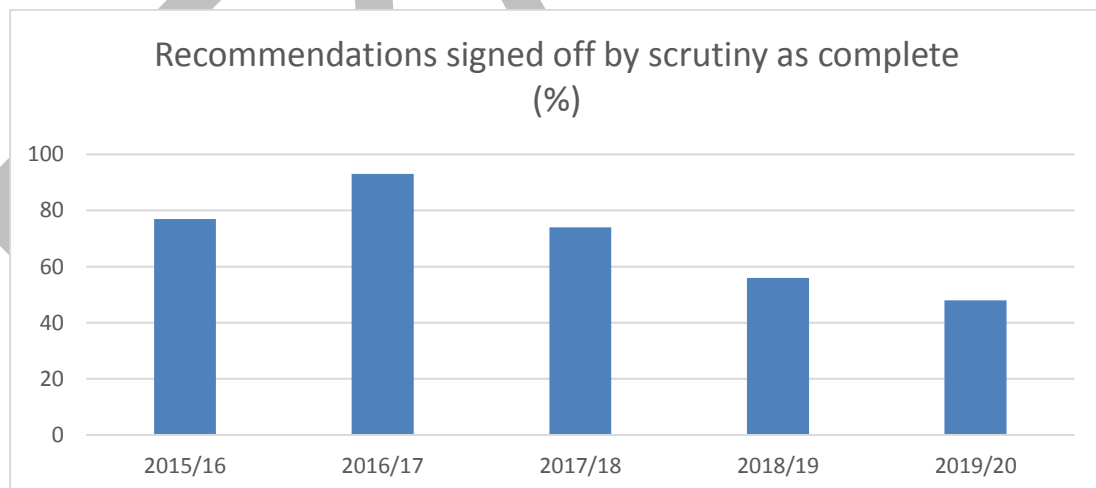


3.20 Recommendations signed off by scrutiny as completed = 48%

When follow up reports are presented to scrutiny (usually within 12 months following original cabinet decision) they detail which of the recommendations from the in-depth inquiry (or other scrutiny report) have been completed in line with the cabinet member's action plan and which have not. In the case of in-depth inquiries scrutiny councillors consider whether they agree with the assessment about implementation of recommendations, taking into account the evidence they are presented with about the changes that have happened following scrutiny and its impact.

This indicator represents the percentage of recommendations accepted by scrutiny as being completed for the year, and relates to the follow up of recommendations made by the Regional Working Inquiry and Natural Environment inquiry. A number of recommendations may have been reported as partially complete at the conclusion of formal monitoring. Therefore, in many cases implementation of scrutiny recommendations continues beyond the process of formal monitoring. If those recommendations were considered as complete the percentage would be 72%.

Comparison with previous years:



4. Impact

4.1 How Scrutiny Councillors have made a difference

4.1.1 Scrutiny Councillors make a difference by:

- Ensuring that Cabinet Members (and other decision-makers) are held to account through public question and answer sessions
- Making evidence based proposals on topics of concern through task and finish Scrutiny Inquiry Panels, and other scrutiny activities, that report to Cabinet
- Monitoring and challenging service performance and improvement through standing Scrutiny Performance Panels
- Addressing issues of concern through one off working groups
- Acting as a 'check' on the key decisions through pre-decision scrutiny and call-in
- Communicating concerns and proposals for improvement through regular publication of scrutiny letters and reports

4.1.2 The Scrutiny Programme Committee produces a quarterly summary of the headlines from the work of scrutiny for Council and the public, which focussed on impact and how scrutiny is making a difference. The Chair of the Scrutiny Programme Committee reports the summary, known as Scrutiny Dispatches, to Council.

4.1.3 It is important to know that the work and the efforts of scrutiny councillors are having a positive impact and are delivering effective scrutiny. We make sure that the recommendations we make, in whatever scrutiny forum, are followed up to check on implementation and assess the impact of this work.

4.1.4 The difference made and impact of the overall work of scrutiny is also communicated via:

- press releases to the local media;
- regular posts to our Swansea Scrutiny blog;
- an email monthly subscription newsletter; and
- use of social media, including Twitter.

4.1.5 A selection of stories from the past year of scrutiny from Scrutiny Dispatches, which demonstrate the impact made, are **appended**. This includes reference to:

- **Ensuring Swansea Council is meeting its Equalities duties** (*Equalities Inquiry*)
- **Holding Cabinet Members to Account** (*Scrutiny Programme Committee*)
- **Listening to the views of parents of adults with Mental Health Issues and Learning Disabilities** (*Adult Services Performance Panel*)
- **Preparing for Brexit** (*Brexit Working Group*)
- **Picking Up on Public Concerns** (*Natural Environment Performance Panel*)
- **Improving Cabinet Decisions** (*Committee and Performance Panels*)
- **Challenging School Improvement** (*Education Performance Panel*)
- **Monitoring Children's Social Services** (*Child & Family Services Performance Panel*)
- **Budget Scrutiny** (*Service Improvement & Finance Performance Panel*)
- **Influencing decision-making on the Housing Commissioning Review** (*Scrutiny Programme Committee*)

5. Feedback and Improvement

5.1 Improving Scrutiny

5.1.1 It is good practice for those involved in the scrutiny function to undertake regular self-evaluation of this work. Taking into account characteristics of effective scrutiny and experiences it is important for the continuous improvement of the function that any issues identified about current scrutiny practice are discussed and addressed. Annual review discussions are usually held within the Scrutiny Programme Committee and Scrutiny Performance Panels, though this process was disrupted during the last year because of the pandemic.

5.1.2 However, the Scrutiny Programme Committee carried out an Annual Work Programme Review in September 2020, reflecting on the past year. To aid this process an informal meeting was held in August that provided opportunity for committee members to reflect on the work of the Committee and work programme, and identify any improvement and development issues.

5.1.3 As well as reviewing previously agreed improvement objectives, councillors identified areas of improvement in relation to the work programme and scrutiny practice, so that it is even more effective.

5.1.4 Members reflected positively on:

- external assessments of Swansea's scrutiny arrangements and practice over recent years.
- the support provided by officers in the Scrutiny Team.

5.1.5 The Committee also highlighted:

- the need for flexibility in the work programme to focus on the most pressing issues e.g. COVID, Brexit etc.
- the importance of Performance Panel work plans being focussed, and under constant review, to ensure they are effective, represent best use of time and resources, and meaningful, so that Panels can make the biggest impact / difference.

- the need to ensure Performance Panel work plans, when available, are reported to the Committee to improve Committee oversight of topics being examined, check coverage across cabinet portfolios, and help avoid duplication of effort between the Committee and Panels and between Panels.
- the potential for more reports to Cabinet, instead of letters, following Working Groups - which will result in more formal recommendations requiring formal response.
- that although there is good structured follow up for Inquiries, there should be more time to follow up on other recommendations, particularly from Working Groups.
- the importance of research support to scrutiny.

5.1.6 Looking ahead to the development of a new work programme the Committee agreed:

- The Scrutiny Programme Committee would move away from routine monthly Cabinet Member Q & A sessions to a more targeted approach, creating space to focus on issues of concern, and any gaps in the scrutiny work programme – with greater emphasis placed on Performance Panels to hold relevant Cabinet Members to account with clear opportunities for questioning;
- The Scrutiny Programme Committee would carry out scrutiny of the Public Services Board instead of via a standalone Performance Panel - partner representatives who were co-opted on the Panel would be co-opted to the Committee for specific Committee Public Services Board scrutiny sessions;
- The frequency of the Adult Services & Child & Family Services Performance Panels be amended so that both Panels have a 6-weekly cycle – reflecting their equal importance;
- The frequency of the Natural Environment Performance Panel be increased in principle, from quarterly to every two months, subject to agreement of the overall scrutiny work programme – reflecting the growing seriousness of issues around biodiversity and climate change and their importance, as well as recognition of the Council's corporate well-being objective on maintaining and enhancing Swansea's natural resources and biodiversity; and

- Given the delayed start to the 2020/21 municipal year, and the time that should be devoted to work planning, the next scrutiny work programme aims to identify activities to take things up to the end of the current Council term (May 2022) i.e. for the next 18 months.

5.2 Scrutiny Improvement Objectives

5.2.1 The Committee reviewed previously agreed Scrutiny Improvement Objectives and action plan. This included actions to address three Wales Audit Office Proposals for Improvement arising from their review of our scrutiny arrangements in 2018 – meaning a co-ordinated and comprehensive single improvement plan for scrutiny, for the issues that matter most.

WAO Proposals for Improvement

- 1) The Council should consider the skills and training that scrutiny members may need to better prepare them for current and future challenges, and develop and deliver an appropriate training and development programme, including providing additional training on the Well-Being of Future Generations (Wales) Act.
- 2) The Council should strengthen its evaluation of the impact and outcomes of its scrutiny activity.
- 3) The Council should further clarify the distinction between scrutiny and Policy Development Committee activity in relation to policy development.

Councillor Improvement Issues

- 1) We need more of our work to be reported to Cabinet so that there is more formal consideration of scrutiny conclusions and recommendations.
- 2) We need to be involved at an earlier stage in proposed Cabinet decisions so that our input can be more meaningful.
- 3) We need to increase opportunities for participation so that more councillors can get involved in the work of scrutiny.
- 4) We need to strengthen follow up of all scrutiny recommendations so that the response and difference made can be assessed.
- 5) We need more coverage in the media so that people are more aware of our work

5.2.2 Delivery of actions has resulted in improvements to the scrutiny process and its effectiveness, and further efforts are being made in a number of areas to support councillors, take practice forward and improve the quality of scrutiny, for example:

1. Councillor Participation

Whilst there is a healthy level of engagement, we want to ensure all scrutiny councillors have opportunity to participate. Opportunities to join Scrutiny Panels and Working Groups were clearly advertised and encouragement given to lead / participate in topics of interest.

Councillor participation in scrutiny is monitored and reported to the Committee every year. Contact with those councillors not actively involved has not thrown up any significant issues that need to be addressed by the Committee. We will however, continue to invite feedback in case there are any barriers to participation that need our attention.

2. Training & Development

Areas for training and development have been identified. However, progress with the development and delivery of a scrutiny training and development programme (as suggested by Wales Audit Office) has been affected because of resources and COVID-19. As the Council moves closer the end of its current term, it was agreed by the Committee that it would be realistic and more timely to defer development of any training and development programme to after the next Council elections.

It is anticipated this would include areas such as: the Scrutiny Process, Chairing Skills; Questioning Skills; Public Participation, as well as improving understanding around the Well-being of Future Generations Act and how scrutiny can support its impact on local services, policies and decision-making. Any planned programme will be refined subject to further feedback / indications from scrutiny councillors.

3. Reporting to Cabinet

Scrutiny Working Groups now have the option to report formally to Cabinet, depending on findings, instead of by letter to Cabinet Member, because of the issues raised and/or wider implications across cabinet portfolios. Working Group outcomes from the discussion on Tourism in May 2019 were reported for the first time as a report to Cabinet instead of letter to relevant Cabinet Member. This is now part of established scrutiny practice. The same applies to Performance Panels if there are any major concerns / recommendations that Panel(s) feel need to be made to Cabinet as a result of their monitoring activities. Cabinet will respond to any such reports in the same fashion as Scrutiny Inquiries with a written

response by relevant Cabinet Member presented to a Cabinet meeting within two months of receipt of report.

4. *Pre-decision Scrutiny*

It is part of scrutiny practice that we ask about early opportunities for engagement in cabinet decisions of particular interest to scrutiny. Any correspondence with Cabinet Members about pre-decision scrutiny involves consideration of whether early discussion or sight of proposed report is possible, ahead of report publication by cabinet.

We will routinely ask Cabinet Members about any key future decisions, so that we can consider the involvement of scrutiny.

One example of pre-decision scrutiny over the past year saw discussion in scrutiny prior to the publication of the report by Cabinet (Enterprise Resource Planning System – September 2019), meaning more time to consider and feedback from scrutiny being included in the cabinet agenda. We hope cabinet can facilitate similar opportunity of early engagement for future pre-decision scrutiny activity to give us more time to consider reports and allow our input to be more meaningful.

5. *Scrutiny Impact*

It is now part of our scrutiny practice to use existing performance indicators and measurable outcomes, where possible, regarding topics for scrutiny inquiry to help evidence change / difference following scrutiny. The Scrutiny Programme Committee also follows up on Scrutiny Working Group recommendations to assess impact / outcomes and ensures any outstanding issues are followed up with relevant Cabinet Members. In addition, the Scrutiny Annual Report provides clear examples of scrutiny activity and the difference made. We have continued to increase visibility of the impact of scrutiny through regular stories published via our Scrutiny Blog, Newsletter, and Dispatches, as well as in reports to the Scrutiny Programme Committee.

Whilst a survey of stakeholders has been part of established scrutiny practice, we will develop a method of direct post-meeting evaluation from those attending scrutiny meetings (Cabinet Members, officers, external persons etc.) that will help strengthen our evaluation of the impact and outcomes scrutiny activity. We aim to do this by June 2021.

6. Roles & Responsibilities

We are mindful to ensure there are no issues of duplication between scrutiny and Policy Development Committee activity or negative impact on the role and work of scrutiny. Policy Development Committee Work Plans are reported to the Scrutiny Programme Committee to ensure awareness and avoidance of any issue of duplication. The Chair of Scrutiny Programme Committee and Scrutiny Performance Panel Conveners receive Policy Development Committee agendas to ensure awareness of their work and work plans. Any issues regarding possible overlap / duplication between roles would be discussed between the Chair of the SPC and relevant Policy Development Committee chair.

The Committee already has a well-established relationship with the Audit Committee to ensure respective work plans are coordinated to avoid duplication or gaps.

7. Public Engagement

There are improved links between scrutiny and the Communications Team in pursuit of regular media coverage for scrutiny. Whilst the Scrutiny Team takes direct action to publicise the work of scrutiny, support for press releases and social media is available. Media coverage of scrutiny has increased significantly over the past few years due to active local government reporter, leading to stories in print and on-line media (South Wales Evening Post, Wales Online, and Western Mail).

We continue to post material on-line, promote work via Twitter, and have a monthly public newsletter with a growing number of subscribers, but we aim to develop a specific Facebook page for scrutiny that should improve visibility of the work of scrutiny and sharing of stories, and active public engagement. This will help us to improve public awareness and understanding of the role of scrutiny, specific activities and impact of scrutiny, and enable more interaction.

5.2.3 The Committee was content with progress against scrutiny improvement objectives – noting the small number of outstanding actions. Thought would be given to other improvement objectives for the future and/or new actions that will help deliver already identified objectives.

For further information:

Making the work of scrutiny more transparent and accessible

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Connect with Scrutiny:

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Web: www.swansea.gov.uk/scrutiny

Blog: www.swanseascrutiny.co.uk

Scrutiny Dispatches

City & County of Swansea – 2019/2020 (No. 1)

‘How scrutiny councillors are making a difference’



Ensuring Swansea Council is meeting its Equalities duties

Scrutiny Councillors have carried out an in-depth inquiry to examine how well the Council is meeting its duties under the Equality Act 2010

(Lead: Councillor Louise Gibbard)

The Convener of the Equalities Scrutiny Inquiry Panel, Councillor Louise Gibbard, said *‘We chose to look at this issue because it features highly in the list of issues that Councillors and the general public are concerned about. It has provided scrutiny councillors with the opportunity, ten years on from the passing of the Equality Act, to reflect on how far we have come as a city and a local authority to embed the principles of equality and diversity in all we do.’*

Councillors sitting on this Inquiry Panel heard from people from different groups and organisations across Swansea, including: young people, older people, people from the LGBT Forum, Carers, and people from the Black & Minority Ethnic Forum.

Councillors also spoke to Council Directors in order to understand the equalities aspects within their remit including how they are progressing with their equalities objectives, the embedding of the council’s equalities duties and staff training/knowledge.

The Panel found that ‘Swansea Council does treat people fairly but this could be improved’. The Panel concluded that there are seven ways in which Swansea Council can improve how it meets its equalities duties, by:

1. Keeping a close eye on the national picture and how that impacts us locally
2. Continuing to build upon the commitment to equality and diversity already evident within the Council
3. Ensuring effective policy, practice and processes are in place that meet and help embed the Equalities Duty
4. Improving the accessibility of Council services
5. Improving how we work with and learn from others
6. Continuing to improve how we consult and engage
7. Protecting future generations

Following this inquiry the council has already decided to establish an Equalities & Future Generations Policy Development Committee that will help the Council to identify and take forward actions to implement the inquiry recommendations.

The [final inquiry report](#) was presented to Cabinet on 19 September and it was very well received. Councillor Clive Lloyd, who is the Cabinet Member responsible for Equalities, thanked all who took part in the inquiry, welcomed the inquiry report as he thought it was ‘timely’ and added *‘it is really pleasing the amount of engagement that took place through this Panel with outside bodies in terms of demonstrating how the council interacts in a proper equalities manner in line with our strategic equality plan. I think this was a good example of excellent co-production, listening and delivering an inquiry which really focussed on what people and groups think of the Council rather than it being member led’*

A decision on the inquiry recommendations is expected at the Cabinet meeting on 21 November.

Holding Cabinet Members to Account

The Scrutiny Programme Committee continues to hold cabinet members to account through monthly Q&A sessions. Acting as a 'critical friend' Scrutiny Councillors challenge Cabinet Members on their priorities, actions, achievements and impact.

(Lead: Councillor Mary Jones)

The Committee recently met with Cllr Andrea Lewis, Cabinet Member for Homes & Energy, and questioned her on various aspects of her portfolio including progress made with the Council's adoption of the 'Housing First' model and approach to tackling homelessness. Cllr Lewis reported that accommodation and intensive support for the most entrenched rough sleepers in Swansea can be achieved through this model. She added that there is a capacity to work with up to 20 individuals with an Intervention Team on hand and through multi-agency working to help these individuals access housing and the support they need to help sustain it. The Committee wrote to Cllr Lewis following the session asking for the planned start date for 'Housing First' and for more details on support expected from the local health board.

Members of the public are invited to contribute ideas to the Scrutiny Programme Committee's Q&A sessions. We have now introduced an [online submission form](#) to further simplify and promote engagement with the general public.

Upcoming Q&A Sessions

13 Jan 2020:

Cllr. Rob Stewart
(Leader): Economy & Strategy

10 Feb 2020:

Cllr. Mark Thomas:
Environment & Infrastructure Management

9 March 2020:

Cllr. Robert Francis-Davies: Investment, Regeneration & Tourism

Continuing to listen to the people of Swansea

Councillor-led scrutiny enables the voice and concerns of the public to be heard. The Adult Services Scrutiny Performance Panel has held focus groups to listen to the views of parents of adults with Mental Health Issues and Learning Disabilities who require supported living arrangements.

(Lead: Councillor Peter Black)

The Adult Services Scrutiny Panel has been keen to engage more widely and gather external perspectives to support its monitoring of performance and challenge to services. Before considering a report from the Cabinet Member for Health, Care & Ageing Well, Councillor Mark Child, on 'Supported Living Developments for Mental Health and Learning Disability Services' the Scrutiny Panel heard what parents of adults with Mental Health Issues & Learning Disabilities who are either in supported living or are on the waiting list for supported living, thought of the service.

Scrutiny councillors were able to discuss and question Cllr Child and senior officers about their assessment of services in light of the concerns raised by the parents including:

- Lack of communication between parents & care providers
- Care plans and contracts not deemed transparent and many parents expressed concerns about not having access to their adult children's care plans
- High level of carer staff turnover
- Lack of training of carer staff
- Instability brought forth by change of management and/or care provider affecting the service users' well-being

Cllr Peter Black, convenor of this Panel wrote to Cllr Child to reflect on the Panel's findings.

Following on from these meetings two further focus groups have been arranged as requested by the parents for both the Adult Services and the Child & Family Services Scrutiny Panels to listen to views of carers focussing on 'Carers Assessments'.



Preparing for Brexit

A one off Scrutiny Working Group took place to look at the Authority's plans in preparation for Brexit.

(Lead: Cllr Peter Jones)

Scrutiny Councillors were reassured by the information provided at the meeting and felt the Authority is as prepared as it can be for Brexit. They would like to see the Authority publicise the good work it is doing to communicate this message.

The Working Group was pleased to hear that some monies are in place to help fund preparations for Brexit. However, this will not cover all the costs of managing and monitoring this work and Scrutiny Councillors suggested that the Authority will need to look at ways of getting this money back.

Scrutiny Councillors also felt concerned about any potential fuel crisis, as this could have a huge impact on communities should it go on for months. Their main concern was how the public would be able to continue accessing transport to work as well as emergency services. The Working Group acknowledged that there should not be a fuel shortage but if there is panic buying it could cause one and they wanted to know what the Authority could do to help.

In his response to the Working Group, the Leader of the Council has reassured that *'the likelihood of any disruption to fuel supplies is very low and this is agreed by all partners who have business continuity plans in-place; many of the emergency services have significant fuel reserves like ourselves in addition to our electric vehicle fleet. Public transportation has also been planning for some time and have contingency plans in-place to ensure service delivery. There has also been a significant amount of workaround communications, a part of which will be reassurance messaging to help prevent any false emergency being caused through panic buying'*.



Chair's Round up

This is my first roundup of the work of scrutiny for 2019/20, as Chair of the Scrutiny Programme Committee.

(Lead: Councillor Mary Jones)

Priorities for 2019/20

The Scrutiny Work Programme was agreed by the Committee in July, following our annual Work Planning Conference in June. All scrutiny councillors were invited to participate in an informal discussion on priorities for scrutiny, reflecting on last year's programme, hearing about council priorities and challenges, and views gathered from surveys, including issues raised by the public.

The Work Programme contains a varied selection of topics that shows the focus for scrutiny over the coming year. It represents strategic issues balanced with community concerns to ensure that scrutiny is always looking at the right things, and making good use of limited time and resources. A significant feature of the Work Programme is regular in-depth monitoring and challenge of performance in key areas, including Education and Social Services, through a number of Performance Panels. A new Performance Panel has been set up to focus on Natural Environment, aligned with the new Council Priority on maintaining and enhancing Swansea's natural resources and biodiversity, to monitor delivery of Council commitments, and ensure there is an ongoing conversation between scrutiny and the executive on performance.

However, we also identify topics either for in-depth Inquiry or light-touch Working Groups. Our inquiry will look at Procurement, which will focus on what the Council is doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices.

In terms of one-off Working Groups, we have already looked at the Council's preparedness for Brexit. Other topics will include a look at: Staff Health & Well-being, Road Safety, and Digital Inclusion.

Lead Scrutiny Councillors

I want to thank all of the councillors who lead or participate in scrutiny, and we are keen to explore and address any barriers to participation that may exist. Councillors leading different parts of this year's Scrutiny Work Programme are:

Procurement Inquiry Panel	- Cllr. Chris Holley
Adult Services Performance Panel	- Cllr. Peter Black
Child & Family Services Performance Panel	- Cllr. Paxton Hood-Williams
Development & Regeneration Performance Panel	- Cllr. Jeff Jones
Education Performance Panel	- Cllr. Lyndon Jones
Natural Environment Performance Panel	- Cllr. Peter Jones
Public Services Board Performance Panel	- Chair of Scrutiny Programme Committee
Service Improvement & Finance Performance Panel	- Cllr. Chris Holley
Brexit Working Group	- Cllr. Peter Jones
Staff Health & Well-being Working Group	- Cllr. Cyril Anderson
Road Safety Working Group	- Cllr. Steve Gallagher
Digital Inclusion Working Group	- Cllr. Lesley Walton

Annual Report published

Looking back at 2018/19, I was proud to present our second Scrutiny Annual Report of this Council term to Council (Oct). The report reflected on the range of different activities carried out by scrutiny councillors over the past year to make sure the work of the Council is accountable and transparent, effective and efficient, and helps the Council to achieve its objectives and drive improvement, by questioning and providing challenge to decision-makers. It focuses on how scrutiny has made a difference for a better Swansea, and our efforts to support the continuous improvement of scrutiny practice here, building on the positive review of our scrutiny arrangements last year by the Wales Audit Office.

Picking Up Public Concerns

Following a public request for scrutiny we agreed to convene a meeting to look at concerns about urban gulls and nuisance. A meeting of the Natural Environment Performance Panel was held on 22 October to listen to these concerns, and consider different perspectives on the issue including the Council's position, and views from the RSPB. The Panel will be writing to the Cabinet Member for Environment & Infrastructure Management, Cllr. Mark Thomas, with its views and recommendations that could help to address the problem, including actions to discourage public feeding and improve food waste storage and disposal. Even with a work programme agreed requests for scrutiny from any scrutiny councillor or member of the public can be made throughout the year. I will consider any issue raised and, with the committee's agreement, determine how best scrutiny can deal with it to make a difference.

Making the work of scrutiny transparent and accessible

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Councillor Mary Jones

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Blog: www.swanseascrutiny.co.uk

Scrutiny Dispatches

City & County of Swansea – 2019/2020 (No. 2)

‘How scrutiny councillors are making a difference’

Continuing to help improve cabinet decisions

“Pre-decision” scrutiny is an important practice where Scrutiny councillors look at a planned decision shortly before it is made by Cabinet. Scrutiny councillors bring a different perspective to the decision-making process than that provided by Cabinet members or officers, which can help decisions to be more robust.

Considering decisions before they are made provides an important means to influence and possibly improve them. It gives scrutiny councillors an opportunity to challenge, for example, how decision-makers have considered what risks might arise from the implementation of the decision and how those risks might be mitigated. Relevant Cabinet Members and officers will attend scrutiny to present and explain proposals and answer questions.

Recent pre-decision scrutiny activities in Swansea:

[Pre-decision scrutiny of Swansea Central Phase 1](#)

Scrutiny councillors on the Development & Regeneration Performance Panel undertook pre-decision scrutiny of the Swansea Central Phase 1 Final Delivery Report, which formed part of the Cabinet’s meeting on 21 November 2019.

A letter was sent to Cabinet to highlight views of the Panel and provide Cabinet with recommendations including:

- The Panel’s acknowledgment of the need for the regeneration of the city centre and welcoming the proposal of greening of the city centre, including the focus on promoting biodiversity.
- The Panel felt that the expenditure of public monies inevitability means that the tax payers of the city have a significant interest in the success of this project, as the effect on the council’s revenue account could mean resources being used for the borrowing and not for its core services.

[Pre-decision Scrutiny of Cabinet Report: Foreshore Sites – Public Consultation and Procurement Responses Summary and Next Steps](#)

The Scrutiny Programme Committee met on 8 January to consider the report of Councillor Robert Francis-Davies, listened to views of several local ward members and a number of members of the public. The chair of the Committee, Councillor Mary Jones, then presented the Committee’s views and recommendations on the proposed decision at the Cabinet meeting on 9 January, which included:

- Cabinet should ensure that Council / community ownership of each site is maintained for future generations, not sold off to private developers but leased, making full use of planning provisions and developer contributions in the provision of public facilities
- Cabinet should ensure that no development results in a reduction in current facilities / services such as new public toilet facilities being equal or greater than current provision at each site. The Committee added any development should add to and enhance public facilities and should not compromise the achievement of Blue Flag status.

Scrutiny meetings are open to the public and letters sent to Cabinet with recommendations from scrutiny councillors are published on the Council website.

Keeping a close eye on Education Services in Swansea

The Education Scrutiny Performance Panel provides an important role in reviewing the Authority's assessments of all school's performance to ensure that: pupils in Swansea are receiving high quality education; and the Authority is meeting its objectives in relation to improving school standards and pupil attainment.

(Lead: Councillor Lyndon Jones)

The Panel met in December to discuss progress made with Additional Educational Needs (ALN) Reform. Councillors considered a report outlining the ALN Strategy, progress over the last academic year, the projected pressures and the revised plan to mitigate these.

The local authority is facing unprecedented change in the area of ALN following the introduction of the Additional Learning Needs and Education Tribunal (Wales) Act 2018 (ALNET Act 2018).

The Panel believe that there are two things that will be central to making successful progress: firstly appropriate funding; and, secondly good partnership / integrated working. Councillors on this panel expressed concern that the Welsh Government had expectations that the implementation of the Act will be cost neutral.

The Education Scrutiny Panel will continue to follow progress closely and will ask for regular updates, as the planning and implementation of this Act progresses.

Continuing to monitor and improve the Authority's Child & Family Services

Councillors on the Child & Family Services Scrutiny Performance Panel meet regularly to provide ongoing challenge to child and family social services performance, to ensure that good performance is maintained, and monitor service change and improvement across all areas of the service.

(Lead: Councillor Paxton Hood-Williams)

The Panel met in December 2019 to receive updates on the Western Bay Regional Adoption Service and the Corporate Parenting Board, and to discuss the latest Child and Family Services Performance Monitoring Report.

Cllr Paxton Hood-Williams has written to the Cabinet Members for Children Services to relay the views of the Panel, which included:

- The Panel being pleased to hear there have been improvements in performance in many areas over the last year since the new adoption manger has been in post.
- No performance data was provided in the Corporate Parenting Board update report and that in the previous report the Panel had been concerned about educational attainment for Looked After Children. The Panel will therefore look forward to the Annual Report, including performance data, which is due to be presented in the next municipal year.
- The retention policy has been approved to enable progression of staff through to senior social workers. The Panel heard that there has been a big drive towards targeted early work and early help hubs are in place. The Head of Service agreed to bring caseload information to each Panel meeting in future to reassure the Panel of this.

All letters sent to Cabinet Members from this Panel are published on the Council website, here you can also find responses received from the Cabinet Members for Children Services.

Ensuring the Council's budget, corporate and service improvement arrangements are effective and efficient

(Lead: Councillor Chris Holley)

Councillors on the Service Improvement and Finance Scrutiny Panel met in December 2019 to discuss the Quarter 2 Budget Monitoring Report and the Mid-year Budget Statement.

The Panel's convenor, Councillor Chris Holley, has written to the Leader of the Council, Councillor Rob Stewart, to reflect on the Panel's meeting and to ask about:

- The detail on budget reductions relating to each Council Department and timescales for achieving them
- The confidence in Social Services and Education meeting their in year overspend, particularly in relation to care fees, by the end of the financial year.
- Clarification on the reasons for the increase in staff referrals to occupational health.

The Leader has since responded in a letter with details of the budget reductions as requested by the Panel and has stated feeling assured '*by the actions the Director of Social Services are taking that they will bar unforeseen circumstances manage to achieve a balanced service budget by year end*'. He added '*...with only one quarter to go I think the balance is in favour of social services living within budget for the year. A remarkable feat given the pressures all council social services departments are under across Wales.*'

The full response from Cllr Rob Stewart has been published and is available to read on the Council's website including the full letter sent to the Cabinet Member and all reports relating to each agenda item discussed at this meeting.



Chair's Round up

This is my second roundup of the work of scrutiny for 2019/20, as Chair of the Scrutiny Programme Committee.

Progressing our priorities for 2019/20

We have made good progress over the year so far. The work programme is dominated by our Performance Panels, which meet on an ongoing and regular basis. This means monitoring corporate performance and finances, and challenging key services including education and social services, development & regeneration, and the natural environment. This work ensures there is an ongoing conversation between scrutiny and the executive on performance.

We have made a start with the planned in-depth inquiry into Procurement, with a clear idea about the focus of this work. We want to see what the Council is doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices. However evidence gathering is currently on hold pending recruitment of Scrutiny Officer, following the departure of one of the Team members in October.

The Team have shuffled responsibilities and are working hard to ensure continuity to ongoing scrutiny activities in the meantime. Whilst we were able to deliver the one-off Working Group focussing on the Council's Brexit preparedness, the remaining topics in the work programme (Staff Health & Well-being, Road Safety, and Digital Inclusion) will be looked at when the Team are back up to full capacity. We will revisit Brexit in due course now that things are clearer about likely impacts.

Responding to Equalities scrutiny recommendations

Since the last edition, Cabinet has formally responded to the Equalities Scrutiny Inquiry recommendations. I am pleased that all 18 recommendations made by the Scrutiny Panel, led by Cllr. Louise Gibbard, were accepted and recognised as important to improving the way the Council meets and embeds requirements under the law. Leading by example, the Panel made sure that its final report was available in a number of different formats. Also, I am delighted that, as a first for scrutiny, a short video was produced, featuring both Cllr Gibbard, and Cllr Clive Lloyd as responding Cabinet Member, highlighting this work. This is available on the Council website. It is a step forward in our continued efforts to promote and raise public awareness of scrutiny. The Panel will reconvene later in the year to check on implementation of recommendations and impact of this work.

Following up on scrutiny of Regional Working

Because of good progress, councillors were able to conclude monitoring of the inquiry into Regional Working. A meeting in October with the Leader of the Council and Chief Executive, resulted in the Panel being pleased that the inquiry had helped to raise the profile of regional working and has informed and began to provide clarity on the Council's approach to regional collaboration. Since the inquiry concluded in 2018, there has been some movement in relation to regional working in Wales. This includes clearer details from Welsh Government on proposals for improved collaboration and the operation of Corporate Joint Committees.

Questioning Cabinet Members

The Committee continues to focus on holding cabinet members to account, through monthly Q & A sessions to discuss their work. Acting as a 'critical friend', we question and challenge them on their priorities, actions, achievements and impact. As I write we are due to meet with the Cabinet Member for Investment, Regeneration & Tourism in March. We invite the public and all scrutiny councillors to contribute ideas to ensure the Committee asks the right questions. We publish a summary of each session and views of the Committee in a letter to relevant Cabinet Members. We have recently put questions to the Cabinet Members for Care, Health & Ageing Well, Environment & Infrastructure Management, and Economy & Strategy (Leader). Looking ahead, our Q & A session in April will focus on the Better Communities cabinet portfolio.

Influencing decision-making on the Housing Commissioning Review

The Scrutiny Programme Committee held a special meeting in November 2019 to discuss the Housing Commissioning Review Findings, prior to Cabinet decision. This included proposed changes to the future model of the District Housing Office service. The Committee welcomed the direction of travel proposed for the Housing Service, but raised a number of points which should be taken into account by Cabinet, around the visibility of an implementation plan to take forward proposals, the introduction of new technology, and connection between service user feedback and improvements proposed.

Making the work of scrutiny transparent and accessible

Scrutiny agenda packs are available on the Council's 'agenda and minutes' webpage. There you can also find scrutiny letters sent to cabinet members following meetings and responses. Our meetings are open to the public and anyone living or working in Swansea can suggest a topic for scrutiny. There are also opportunities for anyone to suggest questions, and submit views. To keep an eye on what is going see the links below, subscribe to our newsletter, or even follow us on Twitter.

Councillor Mary Jones

Connect with Scrutiny:

Web: www.swansea.gov.uk/scrutiny

Twitter: @swanaseascrutiny

Email: scrutiny@swansea.gov.uk

Blog: www.swanaseascrutiny.co.uk

Agenda Item 6



Report of the Chair

Scrutiny Programme Committee – 16 February 2021

Scrutiny Performance Panel Progress Report

Purpose	The Committee is responsible for managing the overall work of scrutiny and its effectiveness. Performance Panel conveners will regularly provide a progress report, updating the Committee on headlines from their Panel's work and impact.
Content	This report focuses on the following Performance Panel: a) Service Improvement & Finance
Councillors are being asked to	<ul style="list-style-type: none">• Ensure awareness and understanding of the work of the Panel• Consider its effectiveness and impact• Consider any issues arising and action required
Lead Councillor(s)	Councillor Chris Holley (convener, Service Improvement & Finance Performance Panel)
Lead Officer & Report Author	Emily-Jayne Davies Tel: 01792 636292 E-mail: scrutiny@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

- 1.1 There are six Performance Panels which have been established by the Committee. Whilst the work of Inquiry Panels leads to the production of a final report with conclusions and recommendations for Cabinet based on evidence gathered on a specific issue, the work of Performance Panels represent regular monitoring of, and challenge to, particular services / service areas.
- 1.2 Performance Panels are expected to have on-going correspondence with relevant cabinet / lead members in order to share views and recommendations, arising from monitoring activities, about the performance of services and service delivery.

1.3 The Committee is responsible for managing the overall work of scrutiny and its effectiveness. Performance Panels Conveners will therefore provide a regular progress report to the Committee to enable:

- a discussion on the work of each Panel, achievements, effectiveness and impact
- the Committee to consider any issues arising from Panel activities which may have an impact on the overall scrutiny work programme
- awareness amongst the Committee as well as visibility across the council and public.

1.4 This report is about the following Performance Panel:

- a) Service Improvement & Finance – this updates on work carried out since the last update was provided in January 2020.

To focus the discussion a short written report has been provided by the convener of each Panel, and are **attached**. This includes a summary of Panel activities, correspondence between the Panel and relevant Cabinet Members, recommendations and impact.

1.5 The Service Improvement & Finance Performance Panel has a current membership of 11 as follows:

Labour Councillors: 3

Phillip Downing	Des Thomas
Peter Jones	

Liberal Democrat/Independent Councillors: 5

Peter Black	Mary Jones
Chris Holley (CONVENER)	Jeff Jones
Lynda James	

Conservative Councillors: 2

Paxton Hood-Williams	Brigitte Rowlands
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Uplands Councillors: 1

Irene Mann	
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2. Legal Implications

2.1 There are no specific legal implications raised by this report.

3. Financial Implications

3.1 There are no specific financial implications raised by this report.

Background Papers: None

Appendices:

Appendix 1 – Scrutiny Performance Panel – SPC Update

Service Improvement & Finance Scrutiny Performance Panel Update

1. Remit of the Panel

The overarching purpose of the Panel is to ensure that the Council’s budget, corporate and service improvement arrangements are effective and efficient.

2. Key Activities

During 2020 there was disruption to the Panel’s work programme due to the Covid-19 pandemic. Since September 2020 the Panel has reconvened on a remote basis, recording meetings for publication online. These meetings have included a range of issues such as budget monitoring, annual performance reports and the Equality Plan Review. This has resulted in six convener’s letters to Cabinet Members. The issues covered were as follows:

September 2020	<ul style="list-style-type: none"> • Corporate Performance and Financial Monitoring - Discussion on COVID-19 Impacts/Issues.
November 2020	<ul style="list-style-type: none"> • Q1 Budget Monitoring Report 2020/21 • Review of Revenue Reserves • Mid Term Budget Statement (Verbal) • Recycling and Landfill - Annual Performance Monitoring Report 2019/20
December 2020	<ul style="list-style-type: none"> • Equality Plan Review 2019/2020
January 2021	<ul style="list-style-type: none"> • Budget Proposals • Q2 Budget Monitoring 2020/21 • Q1 Performance Monitoring Report 2020/21

3. Achievements / Impact

Performance and Financial Monitoring - Discussion on COVID-19 Impacts/Issues.

It was reported to the Panel that it has been difficult to achieve certainty over financial forecasts, given the uncertain and unprecedented challenges of Covid-19, and officers awaited clarity over funding announcements from Welsh Government. Since 23 March 2020, there have been numerous amendments to funding from Welsh and UK Governments with many new and continuously changing announcements throughout the pandemic. The national funding streams have ebbed and flowed continuously throughout the pandemic and has therefore added uncertainty to the forecast.

The Panel heard that it is expected all services to be over spent this year given the current circumstances; however, the Council is recouping some spending and will continue to apply for funding to recover spending as and when this becomes available.

Capital and Revenue Budget Monitoring

The Capital and Revenue budget has continued to be closely monitored; it continues to be a very challenging financial year for Councils. The monitoring of budget performance has remained a large part of the Panel’s work.

In November, the Chief Finance Officer and Director of Resources attended the Panel meeting where it was noted that Revenue and Capital Budget Monitoring Report Q1 2020/21 tries to bridge the normal budget reporting style for Q1 and the wider challenges of Covid-19.

The Panel heard that Council Tax arrears at the end of 2019-20 was £4.7m and the cumulative total is nearer £10m. Expectations are for a £2.5m shortfall in Council Tax this financial year, however, the Chief Finance Officer confirmed he is confident we will nevertheless be in a position to balance the overall budget. We have since heard that the Council have commenced proceedings for the recovery of such arrears, in line with the legal obligation to do so, whilst being mindful of current pressures on households.

The Panel understand that difficult decisions need to be made in respect to the budget again this year but the Panel will be looking intently at the changes and impact of these decisions including the formal budget meetings in February.

Performance Monitoring

The Panel has received three performance monitoring reports so far. In September, we heard that, overall, the Corporate Performance indicators for 2019/20 show that 43 out of 78 (55%) Corporate Plan performance indicators (that had targets and where there was data) met their targets. 41 out of 66 (62%) comparable Corporate Plan performance indicators also showed improvement or stayed the same compared to 2018/19.

The Panel have also discussed the process of performance monitoring and how the councillors use and review that data; including what data is submitted to the Panel and collected, who the Panel speaks to either in writing or verbally, following up on areas of concern, the interface with other Scrutiny Panels; and how we avoid duplication of effort by officers and councillors.

It is now understood that there shall be no further performance monitoring reports presented to the Panel this year as no targets have been set for 2020/21 given the operational stresses of the pandemic.

The Panel have requested further information on the performance monitoring of major planning applications (with an economic imperative) that are approved. Panel Members queried whether this was an appropriate way to measure such performance and intend to review this current reporting mechanism.

At the most recent meeting, the Panel noted the exceptional staff efforts, commenting that many schools remained open and the work done by all staff has been exceptional.

Recycling and Landfill - Annual Performance Monitoring

In November it was reported to the Panel that at the end of March 2020 the 64% recycling target was met; an increase of 2.1% from the previous year. 2000 tonnes of waste avoided landfill, likely due to the success of the Council's Keep It Out campaign. The Panel heard that Swansea mostly utilises landfill, whereas most other authorities send all their non-recyclable waste to incineration. It was understood that the recycling target of 64% may not be met this year (2020/2021). This situation is affecting all councils in Wales and can be attributed to shortfalls due to the impact of Covid-19. The Council is not expecting any fines or penalties and understand that Welsh Government are sympathetic to this situation.

Equality Plan Review

This report was a cross-cutting whole-council review, highlighting the breadth and depth of work across the Council and with partner organisations, the aim being to make services as accessible and inclusive as possible. There was particular significance of the Review this year in light of the pandemic, which exposed many inequalities across the country.

The Panel felt that Community Cohesion should be a top priority and therefore the first item of future reporting. The Panel concluded that community leaders take responsibility for community cohesion and this principle should be used as a touchstone for equality. Members expressed views about how the pandemic has highlighted a greater sense of community cohesion and we should build on that.

Budget Proposals

The Panel was interested to hear that, following the uplift in funding received from the Welsh Government (£13m), it is envisaged that all directorates will receive an overall increase in cash budgets for next year of at least 3%.

It is understood that planning assumptions have been made on Council Tax increases of up to 5%. Officers explained to the Panel that there is no Comprehensive Spending Review from UK Government so it had been difficult to plan for the future. Officers and Members are keen for this to be refreshed by the Treasury so the Council can plan with confidence.

The Panel heard that sums received to date demonstrate success in recovery of costs, seeing recovery of at least 85% on items where we are competing against other Councils. The Panel raised concerns over any contingency plan if we do not recover such costs. It was explained that general and earmarked reserves could be called upon, but the Council would be very reluctant not to pursue the full support from Welsh Government in the first instance. The Panel was assured that the Council is confident of recouping costs and claims are currently rolling in over a three-month period.

4. Future Work Programme

The Panel also have some new items for monitoring in the remainder of this year, including but not limited to:

- Budget Proposals 2021/22 – 2023/24 – *pre-decision scrutiny*
- Mid-Year Budget Statement 2020/21
- Q3 Budget Monitoring 2020/21
- Review of Byelaws
- Corporate Complaints Annual Report 2020/21
- Planning Annual Performance Report 2020/2021
- Overview/Summary of Commissioning Review Outcomes
- Budget Process
- Development of Council Management Structure

Agenda Item 8



Report of the Chair

Scrutiny Programme Committee – 16 February 2021

Scrutiny of Active Travel Consultation Process

Purpose:	This report provides background and advice to the Committee in support of its scrutiny of the Active Travel Consultation Process.
Content:	The report outlines the purpose of scrutiny and relevant advice ahead of discussion with the Cabinet Member for Environment Enhancement & Infrastructure Management, Councillor Mark Thomas.
Councillors are being asked to:	Consider the information provided, ask questions, and make comments and recommendations as necessary.
Lead Councillor:	Councillor Mark Thomas, Cabinet Member for Environment Enhancement & Infrastructure Management
Lead Officers:	Martin Nicholls, Director of Place Stuart Davies, Head of Highways & Transportation
Report Author:	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: brij.madahar@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

- 1.1 A number of public concerns about the implementation of the Council's Active Travel Plans have been brought to the attention of scrutiny, relating to at least two specific active travel schemes, namely Olchfa and Mayals Road that are currently being delivered.
- 1.2 The Cabinet Member for Environment Enhancement & Infrastructure Management, Councillor Mark Thomas, has been responding to emails, and other contact, from individuals including all correspondence that scrutiny has been made aware of. This has included concerns regarding the work on the bridleway at Clyne Valley Woods as part of

the Olchfa Scheme. Other concerns relate to the nature of the works, community / user consultation, environmental impact, health and safety concerns, and whether due process has been followed.

- 1.3 Whilst the Cabinet Member is responding to every public contact on this issue, one of the common themes emerging from the public feedback is around the extent of public consultation undertaken to inform decision-making on Active Travel plans. Because of the persistence of concerns, the Committee agreed that it should call in the Cabinet Member to ask about and discuss the Council's Active Travel plans and processes.
- 1.4 The Committee's focus will be on consultation, so the scrutiny session will enable the Committee to understand what consultation processes the Council utilises and why; and whether, in light of experience, that could be improved, and any wider learning points for the future.
- 1.5 The Committee intends to avoid focus on details regarding individual schemes and specific issues, but look at the overall experience in the development, design and implementation of Active Travel schemes, and how we consult with those most impacted, as well as the public at large, and how that informs decisions and actions.

Some background information follows in Section 2 and 3 of this report, which has been taken from:

- Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 issued by the Welsh Government (October 2014)

2. Background Information

- 2.1 The Active Travel (Wales) Act 2013 (which came into force in September 2014) introduced duties on local authorities to make active travel the most attractive option for most shorter journeys. Its purpose is to enable more people to undertake active travel, meaning more people can enjoy the benefits of active travel. It is about encouraging people to leave their cars behind and use active travel, where it is suitable for them to do so. The Active Travel Act also contributes to the goals and ways of working set out in the Well-being of Future Generations Act. Section 6 under Part 1 of the Environment (Wales) Act 2016 also means that local authorities should embed the consideration of biodiversity and ecosystems into their early option development, through scheme design, to day-to-day management activities.
- 2.2 'Active travel' means walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys. An 'active travel journey' means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities. This definition covers short-distance commuting, travel to school and other educational facilities, travel to the shops,

travel to leisure facilities and so on. Where routes could not be used to access a workplace or educational establishment, health, leisure or other services or facilities, then they are not suitable to be considered as active travel routes. This definition excludes routes that are for purely recreational use (for example, routes intended as mountain bike trials) as well as routes that do not connect to facilities and services.

- 2.3 The Active Travel Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. It also requires the Welsh Ministers and local authorities to promote active travel journeys in exercising their functions under this Act.
- 2.4 The Welsh Government has issued both Delivery and Design Guidance. The Delivery Guidance sets out the processes and procedures that local authorities should follow to meet their duties under the Act. This includes guidance on the preparation of existing route maps, integrated network maps, what maps should explain, consultation requirements, and the arrangements for approval and revision process for the maps. The Design Guidance deals with technical standards for active travel routes and facilities, including what to consider in determining whether a route is suitable, based on its condition, gradient and other factors. The Design Guidance is considered essential to local authorities decisions on whether a route is appropriate for active travel, and what steps should be taken to improve their routes.
- 2.5 The Act requires two maps to be produced: the existing routes map and the integrated network map.

Existing Routes Map

The existing routes maps will show the routes within the designated areas that are suitable and appropriate for making active travel journeys. The existing route maps are primarily intended to inform the public of the safe and suitable routes for active travel and give pedestrians and cyclists the information that they require in order to make a decision about how and where to travel. These routes could be on road, shared, segregated, or traffic-free. They can be for walkers or cyclists, or both. They will also show crossing points and the facilities that exist to support active travel on these routes, including cycle shelters/parking/storage and public toilets. The existing routes maps will need to be accompanied by a statement of the extent to which, if any, routes do not meet the standards set out in the Design Guidance.

Integrated Network Maps

The integrated network maps should set out the plans of the local authority for the next 15 years. The integrated network map is mainly a tool for local authorities to enhance their forward planning of active travel, enabling them to align their plans across their different departments. It will be of interest to the wider public, and as such will need to be available and accessible. However, it is primarily meant to be used to support infrastructure development planning. Some plans will be more advanced than others. It is likely that plans will range from “shovel ready” schemes due for delivery in the next couple of years, to intentions to address the active travel infrastructure at some point in the next 15 years. Where schemes are under active development, they should be depicted in detail, for example, new paths marked, crossings etc. Schemes for delivery in the medium term (within the next 5 years) should have a clear intention for delivery but remain dependent on funding availability, planning permission or other issues. Schemes for delivery in the longer term (more than 5 years away) are likely to be more aspirational, speculative or awaiting defined scope, the area and the outcome sought are known, but the precise solution has yet to be identified.

The Act requires that the maps are submitted to the Welsh Ministers for approval.

- 2.6 In practice, according to the Delivery Guidance, the best active travel routes will be widely used for recreation. While the aim of the Act is to promote walking and cycling as a mode of transport, the Welsh Government also strongly supports recreational walking and cycling and cycle sport. Walking and cycling for leisure is strongly linked to a person’s willingness to travel actively. A high level of recreational walking and cycling on a route is an indicator of a high quality route, and should be considered a sign of success.
- 2.7 Funding has been made available to local authorities by the Welsh Government to create and consult on route maps, and to deliver the active travel schemes set out in their local transport plans as part of the local transport fund. Welsh Government funding for active travel will only be granted for improvement of existing routes and construction of future routes that appear on the authority’s approved Maps. The Council has secured £12.7million over the past three years leading to Swansea’s active travel networks increasing by 25% over the past three years to a total length of 128km by the end of the current financial year. Swansea Council has been awarded £5,117,500 from the Welsh Government’s Active Travel Fund 2020/21, of which £773,000 is defined as ‘core allocation’ intended for feasibility, design and minor works projects.

2.8 **2020/21 projects**

- Mayals Road
- Townhill North (The Ravine)
- Townhill Road
- St. Helens
- Sketty Park
- Olchfa

Further information about these projects appears on the Council website: <https://www.swansea.gov.uk/activetravelschemes>

3. **Active Travel Consultation and Engagement**

- 3.1 Guidance states that Prior to the submission of Maps to Welsh Government, there should be a formal public consultation, which should run for a minimum of 12 weeks.
- 3.2 In preparing maps, the Act requires that local authorities consult with all persons who have requested that they be consulted and any other persons it considers appropriate. When considering which persons to consult, in addition to those who have requested to be consulted, local authorities should specifically seek to engage with groups with protected characteristics under the Equalities Act 2010. Similarly, local authorities should also take proactive steps to consult children and young people and support their engagement with the implementation of the Act, reflecting the principles of the UN Convention on the Rights of the Child.
- 3.3 Local authorities are given discretion over who else they consult, but, guidance states that local authorities should consider consulting with:
- delivery partners, including: adjoining local authorities, Community/Town Councils, One Voice Wales, National Park authorities (where relevant), Natural Resources Wales, Canal and River Trust, Welsh Water Dwr Cymru, Severn Trent Water and Dee Valley Water, Network Rail, the Crown Estate, National Trust, Woodland Trust and the Welsh Government;
 - the public, including: any Local Access Forum established for the area or any part of it, walking and cycling groups, transport campaign groups, local health promotion groups, local Chambers of Commerce, large employers, trade unions, educational establishments, youth centres and disability groups and children and young people.
- 3.4 Different types of consultation will be accessible for different people. Guidance highlights the importance of making use of a range of different types of consultation including face-to-face engagement and online consultation, which may include use of social media. Local authorities need to consider the appropriate level of detail to be provided when consulting with the public. Technical engineering

drawings are likely to provide more detail than is necessary and prove inaccessible to the layperson. Any schemes should be clearly marked and explained, but any technical details should be made available on request rather than forming the basis of consultation materials.

- 3.5 It will be important to be clear in the public consultation that the integrated network maps are aspirational maps. Whilst they will include proposals for new infrastructure and improvements to existing infrastructure that are under active development, they will also include possible plans for the next fifteen years which are subject to planning permissions or might be affected by future events. It will be important to make this clear in public consultation to ensure that the process does not give rise to unrealistic expectations of what will be delivered and by when.
- 3.6 The Committee should note that the Welsh Government published revised Active Travel Guidance in February 2020 for consultation. The outcome of this is yet to be published by Welsh Government. All schemes currently being pursued are designed in accordance with the current Active Travel Design Guidance (2014) until it is formally replaced.

4. Further Information

- 4.1 Further information has been provided by the Cabinet Member for Environment Enhancement & Infrastructure Management to support the Committee discussion.
- 4.2 A copy of Swansea Council's consultation reports on the Existing Routes Map (2015) and Integrated Network Map (2017), which are published on the Council website, are appended to this report. Also attached are associated maps and route lists.
- 4.3 The Cabinet Member has also supplied for information a copy of letters sent to Ward Members communicating the successful active travel schemes for 2020/21. Also provided is additional correspondence with local councillors and letters to residents relating to Sketty Park and Olchfa Schemes, as an example of what was sent out regarding specific Active Travel schemes.

5. Legal Implications

- 5.1 There are no legal implications from this report.

6. Financial Implications

- 6.1 There are no financial implications from this report.

Background Papers:

- Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 issued by the Welsh Government (October 2014)

Appendices:

Appendix 1 – Swansea Active Travel Act Existing Route Map Consultation Report - 2015

Appendix 2 - Swansea Active Travel Integrated Network Map Consultation Report – 2017

Appendix 3 – Existing Routes Map and Route List and Integrated Network Map and Route List

Appendix 4A – Letters from Cabinet Member to Local Ward Councillors

Appendix 4B – Emails to Local Councillors and Letters to Residents (Sketty Park and Olchfa Schemes)

Active Travel Act Existing Route Map Consultation Report



1.0 BACKGROUND

1.1 The Active Travel (Wales) Act came into force in September 2014. It places statutory duties on Local Authorities in Wales to:

- Map
- Plan
- Make continuous improvements to and
- Promote

Active Travel networks for pedestrians and cyclists. Active travel in this context is defined as walking and cycling journeys for a specific purpose (travel to work, education, health care, leisure facilities) rather than simply for walking or cycling journeys.

1.2 The first deadline for Local Authorities is the submission to the Welsh Government of an Existing Route Map (ERM). The ERM should show the current walking/cycling network and include :

- What facilities are available to users (parking, crossings etc.)?
- Whether the routes meet the Active Travel Design Guidance
- Where and why there are gaps in the network or sections which do not meet Design Guidelines but there is a valid reason still to include them
- What consultations responses were received and how they have influenced the ERM

1.3 This document seeks to address the last bullet point in 1.2.

2.0 INTRODUCTION

2.1 The original deadline for the ERM and supporting data was in September 2015. However, due to delays in getting access to the all Wales mapping prepared for the Welsh Government, the Minister agreed to extend the deadline to 22nd January 2016.

2.2 Just prior to receiving notification of the extension to the ERM deadline, the City and County of Swansea (CCoS) has started a public consultation. This was not halted when the extension became apparent and the extra time was used to focus instead on consulting with young people specifically on the ERM.

2.3 So there were two specific stages to the ERM consultation and these are described in following sections.

2.4 The ERM consultation was challenging in terms of engagement. Largely because people were being asked whether they agreed with the routes identified and the audits undertaken. But our experience was that people really wanted to focus on and talk about what improvements they wanted and where they would like to see new routes or links in future (which is the Integrated Network Map stage of the Active Travel Act).

3.0 ERM CONSULTATION PART ONE

- 3.1 Since the Active Travel Act had come into force, CCoS had already received contact from 12 individuals who wished to express an interest in the Active Travel consultation. In addition to this, the Council sought to engage with a wide range of stakeholders and seek their views on the ERM.
- 3.2 The consultation involved checking the online ERM to see whether it reflected consultees experiences of using walking or cycling networks. Then considering whether the audits prepared by the CCoS were a fair representation of their experience of the quality/ condition of the network.
- 3.3 There were a total of 18 cycling audits carried out, all on the National Cycle Network (NCN) through Swansea and 60 walking audits based on a peer group review of busiest active travel walking routes (generally close to or connecting key traffic generators
- 3.4 The 12 individuals were contacted directly by letter and/or email on 1st June 2015 and a copy of that letter is shown in Appendix A.
- 3.5 In addition a number of stakeholder organisations (with whom the Council consults on a wide range of issues were also contacted (using a slightly amended version of the letter at Appendix A) and this included the following groups:
- Wheelwrights
 - Sustrans
 - Bus Users UK and Traveline Cymru
 - Funky Dragon (Swansea's Youth Forum)
 - Swansea Disability Forum and Swansea Access for Everyone
 - Guide Dogs Cymru
 - Swansea Bay Racial Equality Forum
 - Age Cymru
 - Carers' Forum
 - Stonewall Cymru
 - Welsh Women's Aid
- 3.6 The consultation was open from 1st June to 31st August 2015 and a press release was issued to draw attention to the opportunity to engage and comment on the ERM. The consultation was also discussed at the Swansea Environment Forum meeting in June 2015.
- 3.7 A specific questionnaire for both pedestrians and cyclists was provided and these are attached as Appendices B and C.
- 3.8 Assessment of the responses began in early September. 31 responses to the pedestrian survey were submitted and 113 responses to the cycling survey. The results of this consultation are included in Section 5.

4.0 ERM CONSULTATION PART TWO

4.1 Following the Minister's letter and the focus on engaging with younger people a new approach was needed. So whilst Part One of the consultation was underway a new approach focusing on young people (under 25s) was developed.

4.2 This had three main prongs:

- A direct approach to schools via the Education Directorate's communications Officer
- An approach to under and post graduates at Swansea University via the University's intranet site
- An online questionnaire (similar to the general questionnaire)

The closing date for comments was December 14th 2015.

4.3 There was a very disappointing response to this second phase of consultation with only two respondees. This is despite local cycle counters confirming that cycle usage to and from the new Bay Campus of Swansea University had increased a hundredfold.

5.0 OUTPUTS FROM THE TWO CONSULTATIONS

5.1 All responses have been analysed and key results are as follows:

Pedestrians

- 35% of respondees never cycle, 68% travel by car at least several times a week,
- 42% of respondees walk for leisure, 33% to get to work and 17% to get to school or college
- 62% often used shared use routes and 32% sometimes use them

When asked to identify places they would like to walk, but cannot because of the lack of access/ facilities (Q5):

- 28% said there were no such problems
- Specific areas identified were:
 - Clyne Common to Murton
 - North Gower
 - City Centre
 - Singleton Park
 - West Way and St Helen's Road
 - Fabian Way
 - Gorseinon and Pontarddulais

When asked what would be the top three changes which would encourage them to walk more (Q6), common responses were:

- No more pavement parking
- Linked up network

- Better maintenance
- Better lighting
- Segregation (from cyclists)
- Slower traffic speeds
- Improved signage
- Better enforcement of cyclists

When asked whether the ERM included all the appropriate routes for pedestrians (Q7), very few respondents answered this question. Of the 20% who did respond 33% said the clarity of the mapping was too poor and other comments were:

- Few City Centre routes are shown
- The mapping focuses on where people already walk
- Doesn't show routes in parks
- People walk everywhere

When asked if the audits appropriately scored the routes (Q8), even fewer respondents answered the question. Of the 13% who did respond there were concerns that:

- Preference is given to cyclists and pedestrians are overlooked
- The data for Mount Pleasant is not accurate

Cyclists

- 97% of respondents have access to a bicycle
- 54% cycle for leisure purposes, 42% for work
- 46% cycle 2-3 times a week and 29% daily
- 42% prefer to use off road segregated routes, 26% prefer off road shared routes and 12% prefer on road marked routes
- 92% of respondents had used NCN 4 and 81% had used NCN 43 within Swansea in the last year

When asked whether they agreed or disagreed that the ERM included all appropriate routes for cycling:

- 37% agreed
- 39% disagreed and
- 24% neither agreed, nor disagreed

There was an opportunity to add comments highlighting what else respondents thought should be included. There was a wide range of comments and some of the common themes were as follows:

- The map is not of sufficient quality to assess this
- There is not enough emphasis on tourists/visitor cycling
- City Centre needs more emphasis
- New routes /links are needed

When asked what the top three changes that would make them cycle more were, the most common responses were as follows:

- Segregation from traffic and pedestrians
- Better maintenance
- Fully integrated cycle network
- Safer links
- Cycle parking

When asked whether the ERM cycle audits had appropriately scored the routes, only 20% of respondees answered the question. Common answers were as follows:

- 24% - referred to specific maintenance concerns
- 13% - yes
- 12% - expressed concerns about the Active Travel Act process itself
- Smaller percentages referred to specific routes (rather than audits) with most common areas being the City Centre, Gowerton, Loughor and Kingsbridge

5.2 In terms of the profile of respondees:

- 66% of respondees were male and 34% female
- 5% of respondees were in the 17-24 age range, 68% between 35-64 and 12% 65 and over years
- 56% were in full time employment, 14% part time employment and 17% retired
- 97% classed themselves as of white ethnicity and 3% as Black African

5.3 Respondees were also invited to add comments and there were several hundreds of comments entered. These can be grouped roughly as follows:

- Comments about new routes that should be developed
- Additional links to existing routes
- Maintenance issues on the existing networks
- The behaviour of cyclists
- Traffic speeds
- Lighting on segregated routes and cycle parking
- The poor quality of the mapping

5.4 It is clear that a number of people who took part in the surveys are not “active” travellers in the sense of the Act. By this it is meant their journeys are purely for leisure (rather than a specific purpose) and so care has been taken (where possible) to try and separate views expressed by those respondents from those who walk or cycle for a specific purpose.

6.0 OUTCOMES FROM THE CONSULATION PROCESS

6.1 There have been two main actions as a result of the consultation responses:

- A large number of comments were about improvements or gaps in the current network and so will be useful for the next stage of the Active

Travel Act, preparing an Integrated Network Map

- The audits have been re-examined in the light of some comments received. However, there appears no valid reason to amend the audits as completed

6.2 Common concerns have also emerged around maintenance, traffic speed and the behaviour of cyclists which will need careful consideration in terms of improving and increasing the amount of provision for the future.

Appendix A – letter sent out to 12 individuals who had expressed an interest in the ATA process

Dear Sir/Madam,

THE ACTIVE TRAVEL (WALES) ACT
CONSULTATION ON THE EXISTING ROUTE MAP

You have expressed an interest in taking part in the consultation on the Active Travel (Wales) Act delivery in the City and County of Swansea. The first stage of the consultation involves the preparation of an Existing Route Map (ERM) for submission to the Welsh Government by 24th September 2015.

Swansea's draft ERM shows the current walking and cycling routes (as defined by the Act) and associated with this are a number of audits undertaken on the busiest routes to assess their suitability against a range of standard criteria.

The mapping and audits can be viewed at www.swansea.gov.uk/activetravelact

We would welcome your views on the draft ERM and associated audits and we should be pleased if you would complete the on line survey by following the link above. The consultation will be open until 10th August after which we will be collating responses and making necessary changes to the map and audits prior to submission to the Welsh Government



Swansea Active Travel INM Consultation Report

CCoS Active Travel: Integrated Network Mapping

October 2017

Project No: CS/0090101





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Swansea Active Travel INM Consultation Report
CCoS Active Travel: Integrated Network Mapping

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Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

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Appendices

Appendix A : Phase 1 School Consultation
Appendix B : Online Survey
Appendix C : Wheelrights Proposals
Appendix D : Consultation Responses: General Comments

1. Introduction

Overview

As part of the Active Travel (Wales) Act 2013, the law which aims to make it easier for people to walk and cycle in Wales, local authorities are required to map their existing routes and illustrate where improvements and new routes can be added as part of the Integrated Network Map (INM) stage. The purpose of the consultation exercises summarised in this report are to help identify where the public would like improvements to be made and new routes added, giving them the opportunity to voice their opinions and get involved in shaping the City and County of Swansea's (CCoS) future active travel provision.

To develop an understanding of the walking and cycling behaviours of the residents throughout Swansea, and to convey their opinion on the existing routes, extensive consultation exercises were undertaken, including:

- Community engagement events in Swansea, Clydach and Gorseinon in June and July 2017;
- An online survey that was live from midday Friday June 16th 2017 and Friday 8th September 2017, a total of 12 weeks; and
- Secondary school consultation exercises and two primary school workshops with Sustrans in July 2017.

Report Outline

This report sets out a complete overview of the consultation and stakeholder engagement on the INM stage of the Active Travel Act (Wales) 2013. It describes what issues were raised by respondents, and how CCoS has responded to these comments. The issues raised in response to the consultation have been organised into the methods of consultation that have been used:

- Chapter 1: Introduces the report;
- Chapter 2: Discusses the results of the secondary school presentations and workshops;
- Chapter 3: Discusses the community engagement event;
- Chapter 4: Discusses the results of the online consultation and additional responses;
- Chapter 5: Discusses the revised Existing Route Map (ERM) routes;
- Chapter 6: Provides a conclusion and connects the consultation activities with the INM.

Consultation Strategy

There were several inputs in to the consultation process. These included guidance issued under paragraph 3.2, Principles of Good Practice from the Active Travel (Wales) Act 2013 Design Guidance, and advice from CCoS from their experience of running consultation processes.

Publicity

To maximise the potential for public engagement in the consultation CCoS provided publicity measures across several channels. This included:

- Making the consultation documents and other information about the INM proposals available in both Welsh and English, on an online consultation website at: <http://www.swansea.gov.uk/activetravelact>;
- Providing hard copies in both Welsh and English of INM routes, surveys and all relevant documents for 12 weeks at Civic Centre Swansea, Forge Fach Resource Centre in Clydach and at Gorseinon Centre;
- Swansea also made local landowners aware of the consultation through promotion on the website and the public engagement events, along with other stakeholders and persons who had requested more information on Active Travel.

2. School Consultation

Introduction

As part of the first phase of consultation, in order to develop an understanding of walking and cycling routes used by school children in Swansea, an extensive consultation exercise was undertaken. City and County of Swansea selected 5 secondary schools within the Built-Up Areas in the county to participate in the consultation process. Each of these schools were provided with Show of Hands Surveys to complete.

In addition, two consultation events were held with Primary Schools by Sustrans at Trallwn and Gowerton Primary Schools. Results were maps which were drawn on by the students which were used to develop the INM.

The Show of Hands surveys and Primary School consultation results are included in Appendix A.

During this main phase of consultation, schools were provided with maps to draw and comment on. Five schools across the county were contacted, and the secondary schools involved in the consultation process were:

- Olchfa Comprehensive School
- Cefn Hengoed Community School

In total 143 pupils across the county took part in the exercise.

Results

Olchfa Comprehensive School and Cefn Hengoed Community School were provided with maps showing the area surrounding the school as illustrated in Figure 2.1 and Figure 2.2.

Each map shows the walking, cycling and shared use routes in the area.

The maps were distributed to classes and students were asked to comment on the routes either by drawing on the maps or by writing comments.

In total, 143 responses were received and these are outlined separately for each school below.

Figure 2.1 – Olchfa School Consultation Map

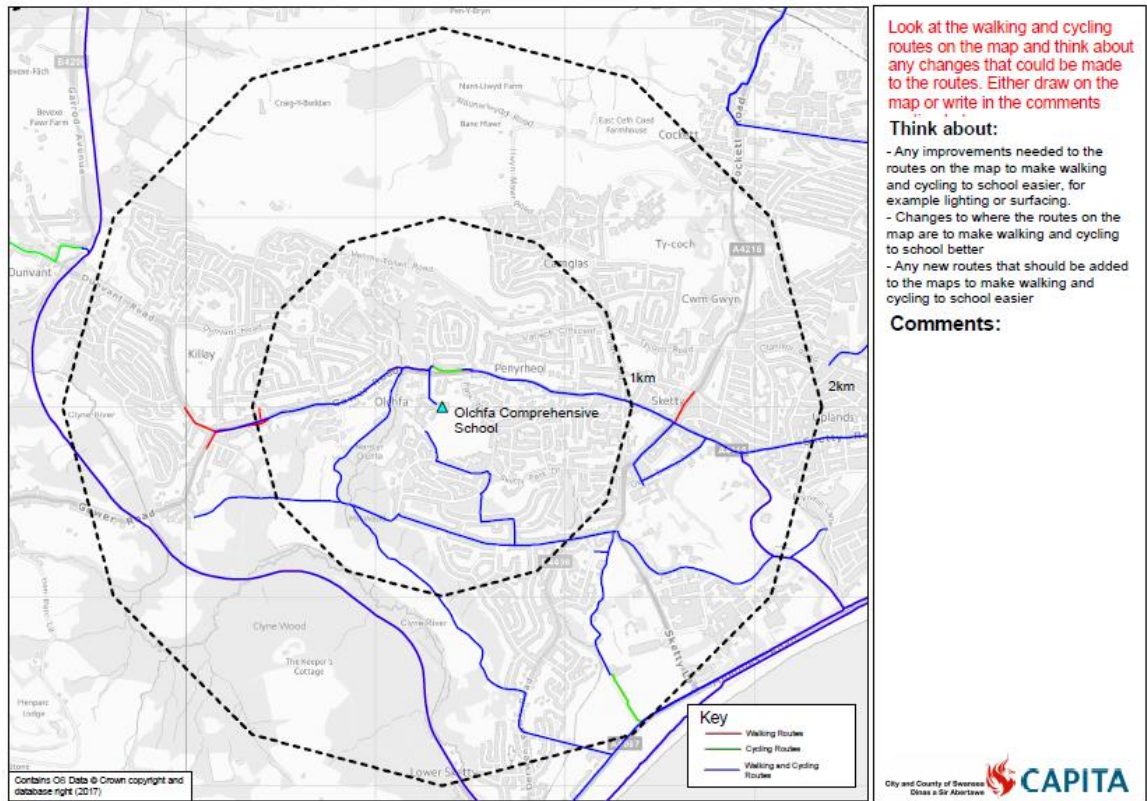
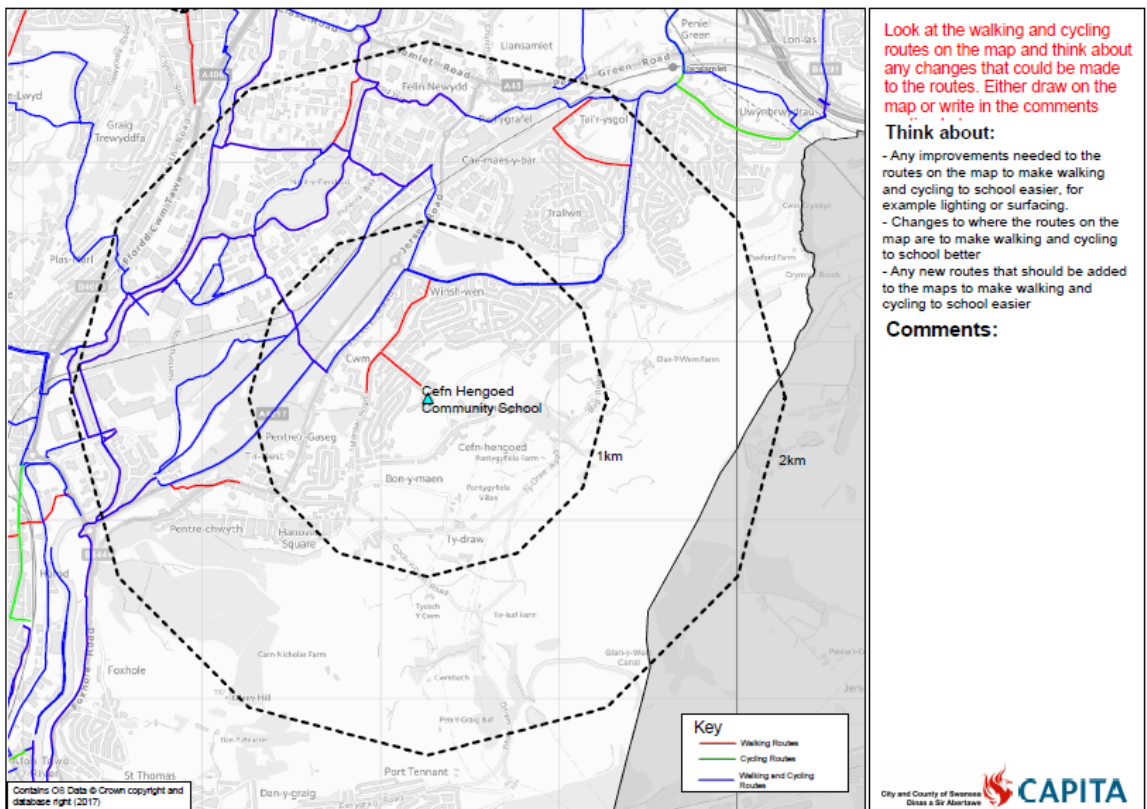


Figure 2.2 – Cefn Hengoed School Consultation Map



Olchfa Comprehensive School

The Olchfa Comprehensive School Consultation maps were reviewed by 116 pupils spread across the different year groups of the school. The maps and comments have been analysed and the relevant Active Travel feedback has been separated into general comments and area specific comments below.

General Comments

Table 2.1 summarises the general comments received from the consultation exercise.

The most common response was that there is not enough street lighting on the streets that students use to walk to school. Other comments include more cycling routes, more walking routes, wider pavements and crossings.

All of these comments have been considered and compared to the proposed changes as part of the INM.

Table 2.1 - General Comments

Student Comments	Number of comments
More street lighting	19
More cycle routes	10
More walking routes	6
Wider pavements	6
Safer crossings	6
More off road routes	4
Unsafe roads	4
More cycle lanes	3
All roads within 1km of school should have walking and cycling routes	2
More drains on roads to reduce puddles	2
Separate cycle signals at traffic lights	2
Railings around pedestrian and cycle paths for safety	2
School bus	2
Cut back trees	1
Make cycle proficiency compulsory for years 6 - 8	1
More responsive crossing lights	1
Separate walking and cycling routes	1

Specific Comments

A number of area specific comments were also received which have been summarised on Table 2.2.

Table 2.2 - Specific Comments

Student Comment	Number of Comments	CCoS Response	Changes to INM?
Route along Duvant Road	13	Existing route AS0038 extended to address these issues	Yes
Connect Gower Road route up along Cockett Road	11	New route AS0051 added as an alternative to address these issues as Cockett Road is too steep for Active Travel	Yes
Route along Gower Road	10	Issue already addressed on existing INM as AS0038	No
Another route along Harlech Crescent / Tycoch Road	9	Roads are too narrow to accommodate a route in this section	No
Lots of traffic and high speed along Gower Road	9	Issue already addressed on existing INM as AS0038	No
Install crossing outside of school	5	Issue already addressed on existing INM as AS0038	No
20mph speed limit along Gower Road outside school	4	Issue already addressed on existing INM as AS0038	No
More crossings along Gower Road	4	Issue already addressed on existing INM as AS0038 and MT0025	No
More cycling and walking routes in Tycoch	4	New route AS0051 added to address this issue	Yes
Install footpath next to Derwen Fawr road	3	Existing INM route AS0037 is adjacent to this road and more suitable for Active Travel	No
Crossing adjacent to school side gate is dangerous and can't see oncoming traffic	3	Response acknowledged	No
Lots of traffic and parked cars on footways by Cila primary school	2	Issue will be addressed as part of AS0038 design	Yes
Blind spots along Gower Road	2	Issue will be addressed as part of AS0038 design	Yes
Cycle routes in Sketty	2	Issue already addressed on INM as aspirational routes	No
Speed bumps outside school	2	Existing INM route AS0038 will consider these issues in its design	No
Shortcut route between Hendrefolian Road and Carnglas	2	New route AS0048 added to address this issue	Yes
Route along Sketty Park Drive	2	Issue already addressed on existing INM as MT0026 which is an alternative route to Sketty Park Drive	No
Resurface Gower Road	2	Existing INM route AS0038 will consider these issues in its design	No
Cycle path to Killay from school	2	New route AS0038 added to address these issues	Yes
More crossings by Student Village and Toby Carvery	2	New route AS0038 added to address these issues	Yes
Connecting route along Sketty Lane	1	Issue already addressed on existing INM as AS0037	No
More street lights along Duvant Lane and Hendre-Folian Road	1	Response acknowledged	No

Dangerous crossing Dunvant square	1	Existing INM route MT0029 will consider these issues in its design	Yes
Lighting along Clyne Wood link	1	Response acknowledged	No
Cycle lane from Co-Op in Killay to Olchfa school	1	New route AS0038 added to address these issues	Yes
More crossings along Glanmore Road	1	Steep gradient for Active Travel Route	No
Cut back trees along Gower Road footways	1	Proposed route AS0038 will consider these issues in its design	No
Cycle path to Uplands from school	1	Issue already addressed on existing INM as MT0025	No
Speed bumps along Park Way	1	Response acknowledged	No
Reduce waiting time at Sketty lights crossing	1	Proposed route MT0025 will consider this issue in its design	No
Install crossing by MOT garage on Gower Road	1	Proposed route AS0038 will consider these issues in its design	No

Cefn Hengoed Community School

In total, 27 responses were received from Cefn Hengoed Community School from students in Years 7, 8 and 9.

General Comments

The general comments relating to the routes are included in Table 2.3 below.

Table 2.3 - General Comments

Student Comment	Number of comments
More bins	6
More dog waste bins	5
More street lighting	5
Cleaner paths	3
Better surfacing on routes	2
More benches	2
Separate cycle and walking routes	1
Wider pavements	1
Protect pavements and cycle routes with railings	1

The majority of comments were suggestions for more litter and dog waste bins and more street lights.

Specific comments

Table 2.4 includes summarises the area specific comments received from the consultation activity.

A large proportion of students' feedback was for a route to connect the back of Cefn Hengoed School to Winchwen and Trallwn along Cefn Hengoed Road. This route would connect to the back entrance to the school.

Other suggested routes included connections to Port Tennant and St Thomas, although these distances are quite far, the feedback was for cycling routes to be implemented along these roads.

Table 2.4 - Specific Comments

Student Comment	Number of Comments	CCoS Response	Changes to INM?
Shared use route along Cefn Hengoed Road connecting Bon-y-Maen and Carmel Rd to back entrance of school	13	New route AS0050 added to address these issues	Yes
Route to connect to Port Tennant - Tir John Rd and Dinam Rd	7	Route Unsuitable for Active Travel - narrow roads	No
Walkway between Bon-Y-Maen and Kivey Hill	4	Route Unsuitable for Active Travel - leisure route	No
Route to connect to Port Tennant	3	AS0050 added to address these issues	Yes
Route from St Thomas to school (B544 and Kilvey Rd)	3	Route Unsuitable for Active Travel - narrow roads	No
Walking and cycling path along Ty Draw Road	2	Route Unsuitable for Active Travel - narrow roads	No
Mansel Road cycle path	2	New route AS0050 added to address these issues	Yes
Walkway behind The Range, Trallwn	1	New route AS0050 added to address these issues	Yes
Walking routes to the back of the school	1	New route AS0050 added to address these issues	Yes
Route along Coch y Cwm road	1	Route Unsuitable for Active Travel - narrow roads	No
More street lights along Coch y Cwm Road and Dinam Rd	1	Route Unsuitable for Active Travel - narrow roads	No
Walking and cycling path along Colwyn Avenue	1	Route Unsuitable for Active Travel - narrow roads. Alternative included on INM - AS0050	No
Cycling route along Bonymaen Road	1	New route AS0050 added to address these issues	Yes
Cycle paths in Trallwn	1	Aspirational and Medium term routes already included on INM	No
Resurface pavements in St Thomas	1	Response acknowledged	No
Resurface pavement between B&M and Colliers Arms	1	Response acknowledged	No

These comments have been considered in line with the Active Travel Guidance as to their suitability to be added to the INM, and as a result a number have been incorporated.

3. Consultation Events

Introduction

The community engagement events were advertised by CCoS and were held on various dates. A total of three events were held which were intended to provide opportunities for the local community to ask questions about the process, and to attain their feedback on where routes can be improved and where new routes should be located.

Consultation drop-in events were held at three public buildings in different areas of Swansea as below:

- Swansea Civic Centre – Monday 19th June, 9:30am – 4:30pm
- Forge Fach Resource Centre, Clydach – Tuesday 27th June, 9:30am – 4:30pm
- Gorseinon Centre – Wednesday 5th July, 9:30am – 4:30pm

Visitors to the community engagement events who expressed an opinion about the proposals were encouraged to submit their opinion through the surveys provided at the event or on the online questionnaire as advertised by CCoS.

At the community engagement events, bi-lingual strategic and local maps were provided on display boards to provide further information about the existing and proposed routes, hard copies of the bi-lingual surveys were available, and a factsheet regarding the Active Travel (Wales) Act 2013 was provided.

At each of the events, attendees were provided with maps of all of the INM routes and printed out copies of the online surveys in order to capture attendee's feedback.

Feedback Summary

Responses to the questionnaires have been analysed with the online survey responses. Specific route comments and suggestions from the events are outlined below.

This feedback has been reviewed in conjunction with the INMs and the suggestions have been incorporated where suitable, as outlined in Table 3.1.

Table 3.1 – Consultation event Feedback

Consultee Comment	CCoS Response	Changes to INM?
MT0003 This missing link would make it easier to access to / From existing	MT0003 changed to Short term route ST0016 to address these issues	Yes
MT0028 - too hilly and narrow - mumbles to Mansfield	Altered route MT0028 alignment to address these issues	Yes
From Hebron Rd junction with High Street to Craig Cefn Parc via the old 'Dram Line'	Issue already addressed on INM as MT0032	No

Graig Felin - walking route to water reserve	Issue already addressed on INM as MT0032	No
Canal cycle path from Clydach	Route already included on ERM as NCN-43-005	No
Improved alignment to MT0028 - along Slade Road to avoid steep section and narrow. Then through cemetery	Altered route MT0028 alignment to address these issues	Yes
Surface the route correctly. Install lighting if funds allow	Response acknowledged	No
Make sure that the hedges are trimmed back alongside the tracks	Response acknowledged	No
I don't hear cyclists behind on the shared routes. There should be more attention given to encouraging / enforcing cyclists to use designated cycle routes at the same time as providing new routes. Cyclists often ignore red lights and are therefore a danger to pedestrians and car drivers. They do not display lights - this is a real problem in Uplands where visibility is not good due to the number of parked cars. It is a great shame that cycle routes to the Bay Campus were not part of the original planning brief	Response acknowledged	No

4. Online consultation and additional responses

The online survey questions differed from the school workshops and presentations, in that additional questions were included. These questions focused on existing routes and allowed participants to specify improvements to existing routes and propose new routes.

The below section also includes results from the additional responses that were received by email to CCoS, and from hard copy surveys that were distributed to three public buildings for the duration of the consultation period to attempt to engage with people who do not have access to the internet:

- Swansea Civic Centre;
- Forge Fach Resource Centre;
- Gorseinon Centre.

The online survey was live on CCoS website for 12 weeks. CCoS received 95 responses from consultees. A copy of the survey is included in Appendix B. The results were captured electronically, and the analysis of the questionnaire data will be presented in this chapter.

The results of some questions are not presented as they are not key to this report, for example personal details such as addresses and names.

Additional Responses

Additional responses were received from Wheelrights, whose proposals are included on a map in Appendix C, Public Health Wales and Associated British Ports, amongst other stakeholders. These results have been reviewed in line with the guidance and added to the INM where appropriate.

Results to show which community respondents live in

Responses were received from residents in many different communities both within Swansea and the surrounding counties. Table 4.1 summarises the results:

Table 4.1 Respondents' home locations

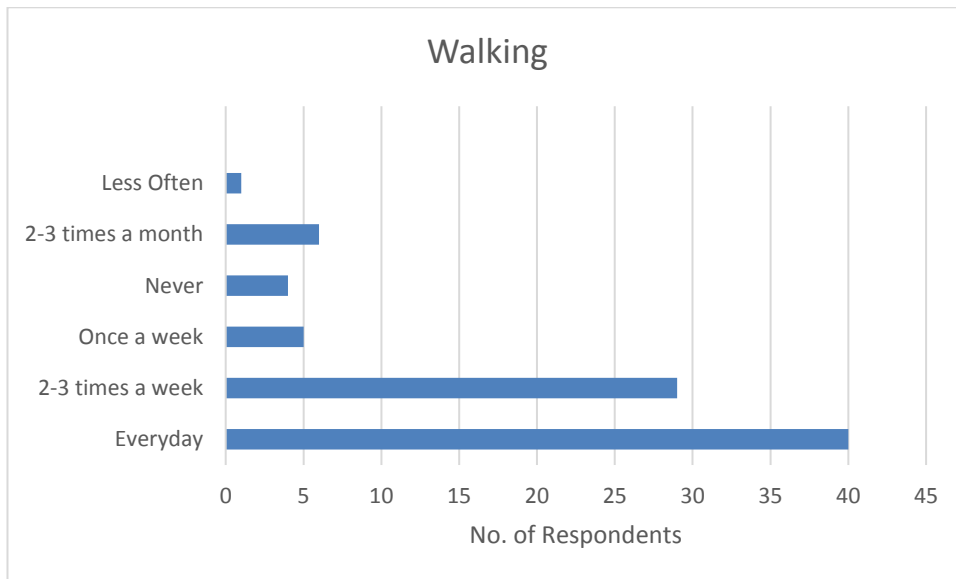
Community	Responses	Community	Responses
Bishopston	17	West Cross	1
Mumbles	13	Burry Green Gower	1
Home location not specified	8	Loughor	1
Birchgrove	8	Neath abbey	1
Swansea	4	Ystalyfera	1
Gorseinon	4	Gowerton	1
Pennard	4	Morrleston - Tregof Village	1
Clydach	3	Pentrechwyth	1

Mayals	3	Briton Ferry	1
Killay	2	Parkmill	1
Morrison	2	Uplands	1
Sketty	2	Waunarwydd	1
Pontarddulais	2	Southgate	1
Tircoed / Penllergaer	1	Blackpill	1
Copper Quarter	1	Fairwood common, near Kittle	1
St. Thomas	1	Manselton	1
Penllergaer	1	Mumbles - West Cross	1
Penclawdd	1	Bishopston - Nurton	1

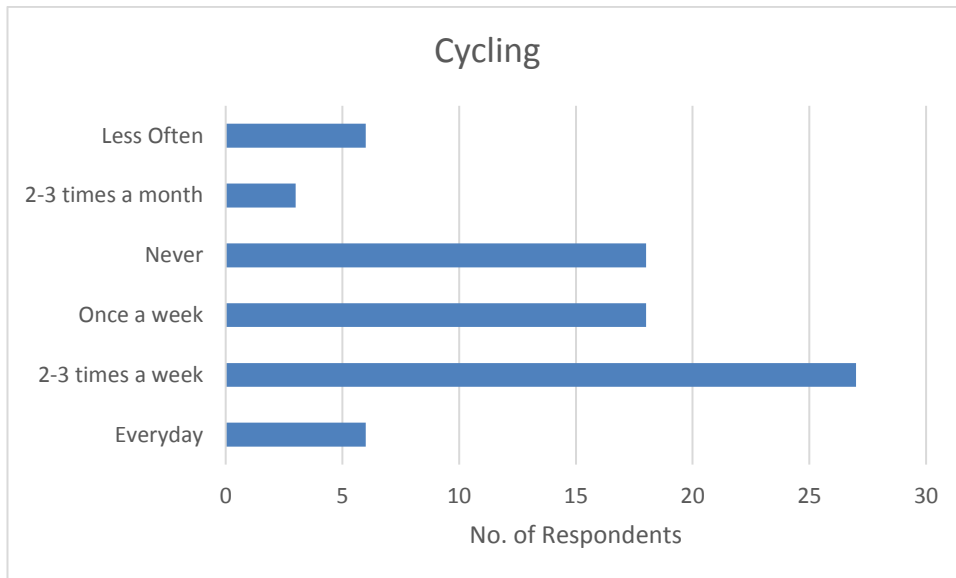
Results to show how often respondents walk and cycle

Graphs 4.1 and 4.2 show the responses to the question 'how often do you walk or cycle within your communities?'

Graph 4.1 - Walking frequency



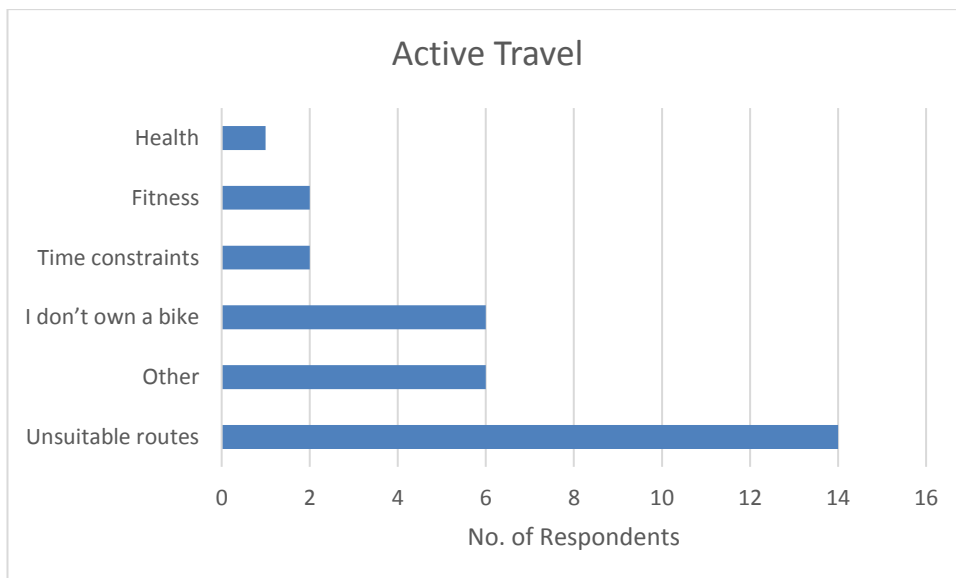
Graph 4.2 - Cycling Frequency



Results to show the reasons why respondents don't walk and cycle

Respondents were asked to explain why they didn't walk or cycle in their local communities. The results are shown on Graph 4.3. The most common answer to this was due to perceived unsuitable routes.

Graph 4.3 – Reasons for not travelling actively



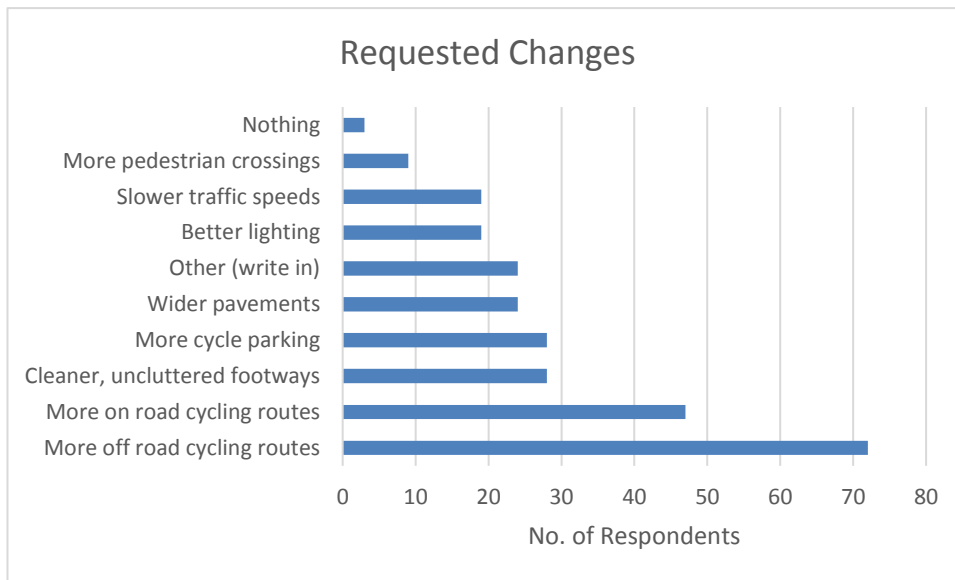
For the 6 respondents who answered 'other', their reasons are outlined below:

- "No footpath or safe way to get to current cycle path as road is at 60 speed and I have two children"
- "Unsafe roads"
- "Young children and a big hill to climb on way home"
- "Preferred to walk with all of my dogs over the years"

- “People are always walking on the cycle paths and many of the paths have poor surfaces to cycle on or are covered in glass. It is unsafe to ride on the road because drivers are disrespectful towards cyclists and drive dangerously around them. The cycle paths are also very disjointed.”
- “The roads are too dangerous to share with a bike. I can't cycle to the cycle path on Swansea Sea Front as there isn't a safe way to get there on a bike.”

Results to show the changes that the City and County of Swansea can make to walking and cycling routes in the area

Graph 4.4 – Requested changes to walking and cycling routes



The results on Graph 4.4 show that the majority of respondents would like to see more off road cycling routes in the City and County of Swansea. Other responses highlight the need for more on road cycling routes, wider pavements for pedestrians and cleaner, uncluttered footways.

A total of 27 respondents made additional suggestions which were categorised and are summarised in Table 4.2 below. A full table of comments is included in Table 4.3.

Table 4.2 – Additional Suggestions

Comment Category	Number of comments	Comment Category	Number of comments
Route from Parc Bryn Heulog along Ynysallan Road	4	Better footpaths	1
Resurfacing	2	Separate cycle paths	1
Improved cycle crossing at SA1	2	Lighting on Promenade	1
Traffic calming	2	Road Maintenance	1
Improved signage and facilities	2	Traffic free cycle routes	1
Reduce vehicles parked on pavements	2	Less shared use	1
Mayals to Bishopston link	2	Better cycle and vehicle segregation	1
improved maintenance of cycle paths	2	Improved street lighting	1
Improved cycle parking in Swansea	1		

Results to show suggested new routes and requested changes to current routes

Specific Comments

Specific responses referring to new routes that have been suggested and suggested changes to existing routes Table 4.3. Common suggestions were for a link along Clyne Common, and for a link to Parc Bryn Heulog along Ynysallan Road.

Table 4.3 – Consultation Responses

Consultee Route Suggestion	CCoS Response	Changes to INM?
If potholes and drains were better maintained it would help with cycling. Some drains (Peniel Green Road) have sunk down and can be bumpy.	New route AS0039 added to address these issues	Yes
Do not make the car the priority in transport in Swansea. It's difficult to get across big roads such as at entrance to SA1 by bike or on foot.	New route AS0040 added to address these issues	Yes
As a resident of Parc Brynheulog I feel isolated from a safe cycle route. I'm only a mile from Route 42 but to get there it is a narrow 60mph road	New route AS0041 added to address these issues	Yes
A pavement is needed along Ynyallan road to join the cycle path at the river. Walking and cycling on the road is dangerous as there are no pavements.	New route AS0041 added to address these issues	Yes
We live on the Parc Brynheulog estate and we need a pavement from our estate entrance down Ynysallan road towards garth road, this would then enable us to use the cycle route 42. There is no safe route from our estate towards Glais/Clydach.	New route AS0041 added to address these issues	Yes
A safe cycle path or lane on Ynysallan road to join Birchgrove to join the cycle path alongside the river Tawe, this will encourage parents to take the kids on more rides	New route AS0041 added to address these issues	Yes
Crossing at end of cycle path at river to SA1 it's very dangerous to cross with cars coming from 4 potential areas which totals 7 lanes.	New route AS0040 added to address these issues	Yes
Speed bumps or 20mph through Tregof village and around Ysgol Lon lad	Already existing traffic calming in place	No
Better bike security in town. Possibly somewhere you can pay to park and lock your bike to be more secure.	New route AS0031 added to address these issues	Yes
A proper pedestrian footpath & cycle way between Blackpill and Bishopston as well as between Murton & Mumbles. These are two routes which it is impossible to walk safely. In addition there is no footpath from Newton to Caswell Beach.	Issue already addressed on existing INM as AS0036	No
Lighting required on the Promenade for winter walking/cycling.	Issue already addressed on existing INM as AS0036	Yes
Better Cycle/walking route across common to link Mayals to Bishopston	Issue already addressed on existing INM as AS0036	No
Better road surfaces, especially Mayals road, litter	Issue already addressed on existing INM as AS0036	No
I would use AS0036 Mayals to Bishopston, but the road across the common is busy with fast moving traffic and has not pavements or cycle path	Issue already addressed on existing INM as AS0036	No
It's not safe to cycle the lane to get on the existing cycle path at the bottom of Parc Brynheulog, I believe it would be well used by families and walkers, but it's just not safe with no pavements and. Lind. Ends.	New route AS0041 added to address these issues	Yes

It's not safe, there is no separate footpath or cycle track, and there is fast oncoming traffic.	New route AS0041 added to address these issues	Yes
Deemed risky through lanes in Bishopston to mumbles	Issue already addressed on existing INM as AS0036	No
Improve link from Gowerton to both Lougher and Gorseinon, then on towards Pontarddulais	Issue already addressed on existing INM as ST0001	No
At junction with Port Tennant road there is a Toucan crossing. You can only see whether it is green by cycling up to it, stopping, and then looking behind you!	Issue already addressed on existing INM as MT0022	No
Improvements needed around the Liberty Stadium	Issue already addressed on existing INM as ST0011	No
The missing link between Gowerton and Kingsbridge will improve road safety and encourage cycling/walking in the area. At present the route along Victoria Road has a heavy traffic flow and no provision for cyclists. The two roundabouts on this road are particularly dangerous and I have experienced several near misses where motorists have nearly collided with me.	New route ST0016 added as an alternative which is adjacent to Victoria Road.	Yes
Swansea Sound roundabout is potentially dangerous for cyclists	New route ST0016 added as an alternative which is adjacent to Victoria Road	Yes
Needs a cycle track, the road is far too dangerous in Gowerton	New route ST0018 added to address this issue	Yes
Some resurfacing needed adjacent to Fabian Way and the SA1 Waterfront development	Issue already addressed on existing INM as ST0015	No
The only blight on this completely off road track is where you have to navigate your way across Fabian Way, which is difficult to do and unpleasant when stuck in the middle with traffic all round you	New route AS0040 added to address these issues	Yes
Join Parc Brynheulog to cycle route 43 via Ynysallan Rd	New route AS0041 added to address these issues	Yes
A safe walking / cycling route from Parc Brynheulog to join NCN43 at the river would help	New route AS0041 added to address these issues	Yes
Better signage by war memorial, smooth path over tree roots near Sketty Lane area	Issued already addressed on existing INM as AS0049	No
I would like to be able to cycle from my home in Penclawdd to Gowerton Station to get the train to work, but I do not feel safe cycling on the narrow and busy road. The local community has already raised the required funds a number of year ago to pay for the completion of the cycleway between Gowerton and Penclawdd. It would be good to know what had happened to this money and when will we see the completion of this link.	Issue already addressed on existing INM as AS0001 and AS0002	No
Separate cycle path alongside the road across Clyne Common	Issue already addressed on existing INM as AS0036	No
It's difficult to cross J47 of M4 to AS0014. needs a better solution for cyclists	Issue already addressed on existing INM as AS0014	No
Cycle bridge between prom and university	New route AS0037 added to address this issue	Yes

Use it play sport in the local leisure centre, unfortunately it is hard to get via pub transport or foot. A new path would encourage use and link the facilities e.g. school, leisure centre of Bishopston to Mumbles, West cross residents	New route AS0036 already included to address this issue	No
Cycle/footpath Clyne common	Issue already addressed on existing INM as AS0036	No
Cycle path across common is critical in terms of safety and opens up safe cycling route from Bishopston to all major parts of city centre	Issue already addressed on existing INM as AS0036	No
If this route could be taken off road I would cycle much more. It is currently dangerous sharing the road with car traffic across Clyne common. I know several people who don't use it at all because of this.	Issue already addressed on existing INM as AS0036	No
Link between existing cycle paths is incomplete. The route is Victoria road which has busy and often stationary traffic and is of a critical width making it dangerous for cyclists and includes a roundabout on an A road with high speed traffic. It should be prioritised as a short term project for reasons of 1. Safety and 2. network coherence	New route ST0016 added as an alternative which is adjacent to Victoria Road	Yes
It would be good if planned improvements to this route could extend along Ynysallan Road to Garth Road where it meets the existing NCN Path 43. Many people jog/cycle/walk along this road from the Parc Bryn Heulog Estate to the cycle path 43, but there is currently no footpath or cycle path.	New route AS0041 added to address these issues	Yes
Clyde common and Mayals road are lethal to cycle on	Issue already addressed on existing INM as AS0036	No
Cycle/walk path needed over common	Issue already addressed on existing INM as AS0036	No
An additional route connecting the end of Reigit Lane to Newton/West Cross would be very desirable	Issue already addressed on existing INM as MT0028	No
Improve crossing over Loughor Bridge, especially linking to Millennium Coastal Park.	Issue already addressed on existing INM as ST0001	No
At New Cut bridges the cyclists crossing A483 southbound lose their green light 45 seconds before the motorists get their green light. This is a ludicrous amount of time, and should be drastically reduced so that cyclists get a green light for longer.	New route AS0044 added to address this issue	Yes
Build bridge over Mumbles Rd to eliminate traffic congestion and safer crossing for walkers/bikers	Improved crossing proposal added as part of AS0037	Yes
Widen pavement (& or manage vegetation) on Fabian way between SA1 lights/St. Thomas junction and River Tawe (East bound carriageway)	New route ST0015 added to address these issues	Yes
Totally impractical & downright dangerous to combine cycling & walking on such a narrow path especially at busy times. The stretch from Mumbles to Sketty Lane should be widened by using the scruffy grassed area alongside	Issues already addressed on existing INM as AS0037 / AS0049	No
no crossing from end of path into sa1 to continue on cycle path opposite Sainsbury's	New route AS0040 added to address these issues	Yes
This should be carried on up through Pennard so children could use it.	New route AS0045 added to address this issue	Yes

I commute from Garden Village to work in Llansamlet Enterprise Zone using B4620 between Days and Ystrad road. The proposed cycle route is along MT0003 to Gowerton and then ST0006 which is a deviation of more than 1km	New route AS0046 added to address this issue	Yes
Where this runs alongside the Fabian Way from Wern Fawr Road to Baldwin Crescent, it would be good if barriers could be erected to better protect cyclists from the adjacent busy A483.	The route meets design standards. It is not wide enough to consider segregation. Segregation would also force users to travel closer to the road, whereas non-segregated shared use provides more flexibility.	No
ST0001 This route needs to be improved to segregate cyclists from traffic, as the road traffic can often be travelling quite quickly.	Issue already addressed on existing INM as ST0001	No
MT0028 Road to be made access only thereby reducing number of vehicles & opening it up to cyclists & pedestrians. Alternatively a separate combined footway/cycleway by constructed from east end of Mansfield Road through narrow section to west end of Murton Lane therefore giving safe access to Mumbles	Issue will be considered as part of MT0028 scheme development.	No
Direction marking under bridge A4217, regular near head on collisions	Response acknowledged. CCoS has instructed this change.	No
Cycle walkway along sea front marina to mumbles. More segregation and keep segregation to left rather than it alternating. It changes near singleton to the opposite side.	New route ST0017 added to address this issue	Yes
MT0024 No road signs warning car users of cyclists, no road markings, vehicles driving over speed limit, dangerous parking and loading vehicles	Road signs have been implemented over summer 2017	No
Create Footpath Newton to Caswell	It is outside BUA and would be for leisure rather than utility. This will be included in Rural Development Proposal assessment	No
ST0006 My existing route is via Fern St and David St Cwmbwrla. The E end of Fern St is one way and with signing 'Except Cyclists' could be a suitable existing alternative.	MT0031 alignment has been altered according to this suggestion	Yes
Gowerton to Loughor Needs joining up better so it is clear which way to go with road based cycle lane.	Issued already addressed on existing INM as ST0001	No
43 Direction marking by Football club training ground, regular near head on collisions	Issue already addressed on existing INM as AS0029	No
MT0014 Currently no safe cycling route to Morryston Hospital	Issue already addressed on existing INM as ST0014	No

STW0009 Could this link Manselton past Pentrehafod school be cycle able for East - West travel?	New route MT0033 added to address this issue	Yes
MT 0003 Gowerton to Gorseinon. Move to short term instead of medium term.	New route ST0016 added as an alternative which is an active development	Yes
Gower, any safer cycling routes in the west would be nice. There are a lot of tracks that could be made into more formal safe cycling areas. Such as path between Rhossili and Hill end. The coastal path from Llanrhidian to Llanmadoc.	This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment	No
No-one cycling up the old Neath Road from Ynysforgan to Ynystawe can cross the M4, except using a pedestrian-only footbridge. You can tell from the tyre marks that people cycle over it. NCN4 is no real substitute because it is out of the way, and really hard to use in the dark, or in winter.	Issue already addressed on existing INM as MT0017	No
Links between AS0037 and the Clyne cycle path. One from the park by the tip at the bottom of Derwen Fawr and one that cuts past the pond and meets the cycle path at SS 60248 92094	New route AS0038 added to address this issue	Yes
Ynysallan Rd is a regular cycle route between Parc Brynheulog and cycle route 43 but currently too dangerous	New route AS0041 added to address these issues	Yes
Ynyallan road after the Bryn Heulog estate needs a pavement so we can reach the river pathway.	New route AS0041 added to address these issues	Yes
From MT0019 entrance to Parc Brynheulog Ynysallan road, to garth road.	New route AS0041 added to address these issues	Yes
From Plasmarl up through Brynhyfryd to Fforestfach. Also see http://labs.strava.com/heatmap/#13/-3.92813/51.63480/blue/bike	Issue already addressed on existing INM as MT0031	No
Route from Glebe Road, along Loughor Road to Kingsbridge and connecting to Gorseinon, and future safe route to Gowerton	New route AS0047 added to address this issue	Yes
The map only shows the section of AS0002 closest to Gowerton and ignores the sections in and around Penclawdd.	New route AS0001 added to address this issue	Yes
AS002 - fill in the gap between Gowerton & Penclawdd	New route AS0001 added to address this issue	Yes
From 43 up Pentrepoeth Road / A48 to DVLA, very narrow cut ins after lights and parking on main road, link from 4 old railway to millennium path in Llanelli	Issue already addressed on existing INM as AS0022	No
Top of Pastoral Way, Tycoch through 2 fields downhill to Hendrefoilan Road. Used by many as significant shortcut to Hendrefoilan Ave/Olchfa School.	New route AS0048 added to address this issue	Yes
Joining Brynmill Lane to Mumbles Road seafront path. Mayals to Bishopston cycle lane needed.	Issue already addressed on existing INM as ST0013	No
Road between Southgate and Pennard Church.	This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment	No

Clyne common	Issue already addressed on existing INM as AS0036	No
Clyne Common	Issue already addressed on existing INM as AS0036	No
From Southgate to Mayals	This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment	No
Mayals Road out to Bishopston. A cycle lane/provision to get from the cycle path into the university so you don't have to carry your bike over a bridge.	New route AS0037 added to address this issue	Yes
Mumbles Hill from Village Lane across to Limeslade	Unsuitable route for Active Travel as it is very narrow and steep gradient	No
Pennard to Bishopston	New route AS0045 added to address this issue	Yes
Footpaths around Ryeland farm behind Northway and Bishopston quarry.	This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment	No
From Newton to Caswell Bay	This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment	No
Cycle link from Grovesend along Station Rd to top of existing cycle track Gorseinon to Pontardulais	Issue already addressed on existing INM as AS0007	No
Create a direct cycle / walking route over mumbles road via bridge into Tesco car park leading to the church (get rid of Tesco). Sort out the mess that is the Kingsway.	Alternative route AS0031 already included on the existing INM addresses this issue.MT0024 added to INM to address Kingsway issues	Yes
See above comment about MT0019 (Ynysallan Road to Garth Road where it meets the existing NCN Path 43)	New route AS0041 added to address these issues	Yes
The old railway line from Bolgoed Rd up to the old Cory pit.	This is outside the BUA and strategic network bounds, and is leisure focussed.	No
Newton Road, mumbles	New route MT0028 added to address this issue	Yes
Between Mayals and Bishopston across common	Issue already addressed on existing INM as AS0036	No
Sketty cross down through Walters road to town	Issue already addressed on existing INM as MT0025	No

Between Bishopston and Murton by Oldway and plough pub desperate need of safe walkway pavements	New route AS0043 added to address this issue	Yes
Hi, I am a keen cyclist, for leisure and fitness. However I never cycle when I "NEED" to go somewhere. From Tircoed there are no "Child Safe" cycle routes to our neighbouring villages - Gorseinon / Pontarddulais or even the shops at Fforestfach. That said, the provision of cycle paths in Swansea is far better than many other areas in the country (Mainly a legacy of the closed railway lines).	Issue already addressed on existing INM as AS0046	No
Make bridge over Oystermouth Rd. outside LC2, an official cycle route	New route AS0031 added to address these issues	Yes
Ynysallan Rd is a regular cycle route between Parc Brynheulog and cycle route 43 but currently too dangerous	New route AS0041 added to address these issues	Yes
Provide off road cycle routes linking Morriston hospital to Singleton hospital and sea front	Numerous routes proposed on the INM to address this issue	No
Cycle path across Fairwood Common	This is outside the BUA and strategic network bounds, but will be included in the Rural Development Programme assessment	No
Please create a safe route over the common joining Mayals to Bishopston.	Issue already addressed on the existing INM as AS0036	No
Birchgrove INM shows medium term walking and cycling scheme and short term walking scheme along Heol Las and Ynysallan Road and a walking scheme serving the comprehensive and primary school. Extend the medium term walking and cycling route to reach both schools. This would provide a continuous route to NCN 43 for people living in Birchgrove, and provide sustainable access to the schools. Where along busy roads these routes need to be traffic free. In addition, extending the scheme along Heol Dulais will enable those walking and cycling to link to routes towards Peniel Green and Llansamlet	New route AS0026 added to address this issue	Yes
Route between NCN 43 and Ynystawe	New route AS0023 added to address this issue	Yes
Route 43 to Morriston Hospital via Llanlliewen Close and Clydach Road. Improve access to Morriston Comprehensive School and residential areas	These roads are quite steep. More attractive alternative routes ST0014 and AS0053 are included on the INM	No
Where MT0018 meets Morris Street there is an opportunity to extend the cycling provision further south along the old Neath Road	New route AS0049 added to address this issue	Yes
Extend the route between Nantong Way and Jersey Road north to Tregof Village, and south to Carmel Road	New route AS0039 added to address these issues	Yes

Route 4 - ERM. Improve continuity along B4295 where route crosses minor road. Reduce waiting times and create straight across crossing at the junction of Victoria Road and B4295.	New route ST0016 added to address this issue	Yes
AS0003 linking route 4 to everyday destinations in Loughor and Gorseinon. Support linking Pant Y Cob Road to Loughor Road. Could also extend to the Clyne Line Route	New route AS0003 added to address this issue	Yes
Realign AS0011 alongside Pontarddulais Road and Carmarthen Road so people can access employment, retail and residential areas	Noted. This is following an indicative alignment for an LDP housing development. The exact alignment will be identified prior to its delivery.	No
Walking and cycling network within Pontarddulais - include routes through town centre. Also include increased cycle parking.	New route AS0007 added to address this issue	Yes
AS0038 extend to NCN 4 and Upper Killay	New route AS0038 added to address this issue	Yes
Missing link between AS0037 and MT0026 along Sketty Lane	New route AS0037 added to address this issue	Yes
AS0037 Sustrans Cymru would support widening of Route 4 or providing additional infrastructure, segregated from traffic along the alignment of Mumbles Road.	New route AS0049 added to address this issue	Yes
MT0024 Consider a scheme that provides better provision for walkers and cyclists between the city centre and Brynmill. A contraflow scheme with priority for walkers and cyclists at junctions could be one solution or you could consider improvements on St Helen's Road.	Issues will be considered as part of MT0025 scheme development	No
Include Kingsway scheme on the INM	New route MT0024 added to address this issue	Yes
Direct link between Wellington Street and Princess Way. The short term scheme shown does not follow desire lines and is an unattractive environment at the back of a superstore.	New route AS0031 added to address these issues	Yes
Sustrans Cymru understand that a 'dismounted cycle route' is still planned through the centre of the proposed Swansea Central Development. The lack of provision here is a missed opportunity to improve access to and the permeability of the city centre, drawing in people to shop, spend time and visit city centre destinations.	New route AS0031 added to address these issues	Yes
High Street and Castle - Include a scheme to provide cycle friendly infrastructure on this important link to the station which could connect with Princess Way and Wind Street. This needs to include removing uneven cobbles from outside the castle which are dangerous for pedestrian and cyclists alike.	Issues already addressed on existing INM as MT0023	No
Pedestrian and cycle access outside Swansea train station - Improve pedestrian and cycle access by giving priority to these modes over vehicle traffic. Provide wider and continuous cycle infrastructure in both directions which connect to the station forecourt.	New route AS0030 added to address this issue	Yes

Morfa Road Install pedestrian and cycle priority at side roads to provide a continuous and comfortable route. Relocate crossing on Neath Road to desire line on that links Morfa Road with the Strand.	This has been raised previously; the Council is content that the current provision is appropriate and priority through junctions would be unsafe. There are also plans for a riverside route (west bank of Tawe) which would reduce the need and impact of this: AS0029	No
Dangerous to cycle on road across common due to high traffic speeds, and awkward to pass cyclists when driving. There is room for a cycle path between road and fence, which would be much safer and encourage cycling into the Gower.	Issue already addressed on the existing INM as AS0036	Yes
There is no off-road connection from Swansea Point to the City Centre. Many older cyclist currently drive into the centre as they are too nervous to cycle on roads with traffic. It is also difficult to take young children by cycle into the City Centre. Many cyclists currently ignore no cycling signs and ride through Dylan Thomas Square and along the back of the Waterfront museum as there is no designated alternative. This is likely to result in accidents and already results in conflict.	Numerous routes proposed on the INM to address this issue	No
Not kept. Sand and water not cleared with regularity causing danger to cyclists especially.	Response acknowledged	No
This needs to be a short term goal. Right through to town and the train station. It is vital to link the communities to other transport links and therefore promote intermodal travel.	Response acknowledged	No
Gower Trail This should not be aspirational, but a priority. Alternative road use is very dangerous. Short section would open up a safe route to the Gower.	Gower Trail moved to Medium Term - MT0003	Yes
This needs to be a short term goal. One of the barriers to people cycling is an incoherent network which provides a short route, I think this is an important linkage.	Response acknowledged	No
Cycle route is dangerous as directly adjacent to houses. Cycling Officer informed	Response acknowledged	No
To avoid the Gowerton traffic bottleneck, this section should be given priority and would link Gorseinon/Loughor/Pontarddulais directly to Swansea.	Issue already addressed on existing INM as AS006 / AS008	No
NCN Route 4 from Meridian Tower to Observatory Again it has to be as easy as possible for people to move from town to the seafront - short term required.	Included on ERM	No
Blackpill up to Sketty and Killay	Issue already addressed on existing INM as AS0037	No
MT00 3 Garden Village to Gowerton It would be good if cycle lane along sea front could continue all the way to Mumbles pier.	Road is too narrow to continue route to Mumbles Pier, also this is considered a leisure route	No
Mayals to Bishopston for commuters and school-goers	Issue already addressed on existing INM as AS0036	No

ST0012 The road up the Mayals and across Clyne common is very well used by cyclists but currently is very dangerous	Issue already addressed on existing INM as AS0036	No
The route through Dylan Thomas Square and around the side of the Waterfront Museum via Burrows Place.	Alternative route ST0012 is proposed as a more direct route	No
Between AS0038 and the Clyne valley cycle path, this needs to be joined up, effectively linking the cycle paths and providing a coherent cycle network. It needs to be of the highest priority to link the train station with the communities of uplands, Sketty, Killay and Dunvant.	AS0038 alignment altered to address this issue	Yes
It would be good if Sheffield racks removed for Oyster Wharf development could be replaced. Current racks for wheels only less secure - I don't use them.	Unfortunately this is on private land and is not something that CCoS can affect.	No
Provision of cycle lane across common	Issue already addressed on existing INM as AS0036	No
Yes a cycle lane would be good/ a cycle path across the common off the road would be even better	Issue already addressed on existing INM as AS0036	No
An extension should be made to the mumbles cycle path which takes cyclists from University to Bay Campus' along the sea front and not Fabian Way adjacent to the traffic	Issue already addressed on existing INM as AS0032 - Tidal Lagoon links	No
There needs to be a lot more routes linking where people actually live, e.g. looking at Townhill and Mayhill I see little in the way of even aspirational routes to encourage more walking and cycling. More of these routes need to also be of shorter term (higher importance). It also depends on how these will be implemented, i.e. cyclists given priority on the road and at junctions.	CCoS have received no reasonable representation on how to install this.	No
No cycle route in Craig Cefn Parc as you could use the nature reserve	Issue already addressed on existing INM as ST0007	No
In terms of the draft Integrated Network Plan for the Swansea Central area, ABP supports, in principle, the inclusion of the 'aspirational' green route shown within the Swansea Docks area as this route, whilst shown as a green zig zag line, seems to be reflective of the transport route proposed in the Fabian Way Masterplan. ABP could however, only support this route within ABPs ownership if the port land was no longer considered operational. Along with formalising the alignment of this route, suitable proposals would also need to be included within any masterplan or associated Integrated Network Plan Map to ensure appropriate security measures along the operational port boundary were incorporated before any route become available to the public.	Link included as Aspirational on existing INM and will be assessed if Tidal Lagoon proposals go ahead	No
In terms of the medium term 'blue' routes shown on the Integrated Network Map, one section of the route leads south and seems to follow the route of the existing road (Roberts Road) within the port which is currently private and has no public access. Swansea Docks are currently fully operational and the routing of any walking/cycle path in this area is deemed inappropriate and potentially hazardous for	Link included as Medium Term on existing INM and will be assessed if Tidal Lagoon proposals go ahead	No

<p>cycle path users. The routing of the cycle path should therefore be removed from the Integrated Network Map and an alternative route identified which does not include land owned by ABP in this location. Should ABP be convinced that suitable security could be provided to allow this route to come forward, they would be happy to discuss this further with Swansea Council but at this time, the route cannot be guaranteed, nor supported.</p>		
<p>We welcome the plans in the short, medium and aspirational term to improve routes to Morriston Hospital. Given the numbers accessing this hospital, which is set to increase, shorter term amendments to routes could have a more immediate impact.</p> <p>The style of the maps are quite complicated and colleagues have commented how this made it hard for them to respond with their views. Adding main services to the maps may help to visualise everyday journeys on a map. It is appreciated that the INM's are meant to be used by local authorities as planning tools and the ERM's were originally intended to be public facing. However, in addition to increasing good quality routes, the maps becoming more user friendly and promotion of the routes could contribute to positive behavioural change.</p> <p>No individual comments about routes to schools but a statement in support that any change that brings about better access or opportunities to walk/scoot or cycle can only be a good thing for schools.</p>	<p>Response Acknowledged</p>	<p>No</p>

General Comments

General responses relating to the routes have been summarised in Table 4.4 and categorised into themes. A full list of responses has been included in Appendix D.

Table 4.4 General Responses

Consultee Comment	Number of comments
Route Maintenance	11
Unsafe roads	11
Street lighting	8
Resurfacing	6
Improved signage and facilities	5
Dedicated cycle paths	5
Segregate walking and cycling	4
Traffic free cycle routes	4
Route widening	2
More segregation	1
More Bridges	1
More dropped kerbs	1
Less shared use	1
Better cycle and vehicle segregation	1
Sand clearance along Bay path	1
Traffic speeds	1

5. Revised ERM

As part of the INM identification process, a number of additional existing routes were identified. These routes were audited and included on the maps for consultation.

As a result, 19 routes have been added to the revised Existing Routes Map (ERM) which will be submitted to Welsh Government for approval. These routes are included in Table 5.1 below.

Table 5.1 – Revised ERM Routes

Scheme Number	Scheme Name	Type	Audit Score	Pass/Fail	Detail
SWA-SE-023	Clydach	Pedestrian	32	Pass	Town centre route connection retail, residential and education
SWA-SE-024	Ynysforgan	Pedestrian	38	Pass	Link footway connecting residential, education and leisure centre
SWA-SE-025	Morrison	Pedestrian	34	Pass	Link footway around retail premises
SWA-SE-026	Morrison	Pedestrian	35	Pass	Secondary walking route connecting trip attractors
SWA-SE-027	Llansamlet	Pedestrian	38	Pass	Connects existing routes and retail premises
SWA-SE-028	Trallwn	Pedestrian	34	Pass	Link footway around school.
SWA-SE-029A	Morfa Link	Pedestrian	33	Pass	Funnel Route connecting residential to retail across a bridge
SWA-SE-029B	Cefn Hengoed link	Pedestrian	34	Pass	Connects existing routes to education and retail
SWA-SE-030	Landore	Pedestrian	39	Pass	Link footway between Morfa and Hafod
SWA-SE-031	St Thomas	Pedestrian	39	Pass	Funnel route from Parc Tawe to St Thomas
SWA-SE-032	SA1	Pedestrian	40	Pass	Connector route connecting retail and employment sites
SWA-SE-033	Morfa Distributor Road	Shared Use	40	Pass	Shared use path completed along Morfa Distributor Road
SWA-SE-034	Ynystawe	Pedestrian	34	Pass	Connection to school and existing route
SWA-SE-036	Killay	Pedestrian	36	Pass	Town centre route
SWA-SE-037	Pentrehafod	Pedestrian	35	Pass	Funnel route to school
SWA-SW-007	Gorseinon	Pedestrian	35	Pass	Link footway connection, retail, residential and employment areas
SWA-SW-008	Gowerton	Pedestrian	34	Pass	Link footway in town centre connecting education, retail and transport
SWA-SW-009	Pontarddulais	Pedestrian	32	Pass	Link footway connecting to education, retail, health facilities in town centre

6. Conclusion

The consultation exercises were a crucial method of engaging with the public and giving individuals the opportunity to share their views and help shape the INM throughout Swansea.

Several of the respondents to the consultation raised comments that pertained to journeys that fall outside the definitions of “active travel” as set out in the Active Travel (Wales) Act (2014). That is to say that the Act has regard only to utility journeys rather than those which are solely for a leisure purpose. Therefore, care has been taken to try and separate views expressed by those respondents from those who walk or cycle for a specific purpose.

The results of the consultation process also highlighted that the main factor preventing active travel is deemed to be the safety of active travel, unsuitable and poorly directed routes as well as the maintenance of existing and proposed routes. This supports the belief that the identified improvements as a result of the auditing process will see the number of individuals taking part in active travel increasing.

The open-ended questions which asked for new routes and suggested improvements helped to justify the inclusion of some routes and resulted in some new routes being proposed where viable. Information was attained regarding changes that would encourage participation in active travel as well as where new links were required. This information helped to inform the location of routes and linkages and suggesting route improvements.

To conclude, this consultation report has been inclusive and considered the reasons in detail and provided a response to the major concerns highlighted, where appropriate, providing explanatory and mitigating information, and highlighting ways in which the designs are to be amended in light of the responses received.

As a result of the consultation activities, CCoS have added the following new routes to their INM:

- ST0016 – Kingsbridge Link, Gowerton
- ST0018 – Improve cycle continuity in Gowerton
- MT0024 - Kingsway route included
- MT0028 - Newton to Mumbles proposed shared use path
- MT0033 - new shared use path Manselton past Pentrehafod School.
- AS0001 –Proposed shared use path between Crofty and Penclawdd
- AS0007 - Pontarddulais residential links proposed shared use path
- AS0021 - Route along Old Neath Road
- AS0023 - Clydach links to Ynystawe Proposed shared use path. Link to NCN 43
- AS0026 - Provide a continuous route to NCN 43 for people living in Birchgrove. In addition, extending the scheme along Heol Dulais will enable those walking and cycling to link to routes towards Peniel Green and Llansamlet
- AS0030 - Swansea centre proposed shared use path linking to the station
- AS0031 - Swansea central links to Marina and existing paths

- AS0038 - Links between AS0037 and the Clyne cycle path added
- AS0039 - Link along Peniel Green Road
- AS0040 - New crossing linking Fabian Way to SA1
- AS0041 - New link between Park Bryn Heulog estate and ERM along Ynysallan Road
- AS0043 - Route between Bishopston and Murton
- AS0044 - Route along New Cut Road
- AS0045 - Route between Bishopston and Pennard
- AS0046 - More direct route between Garden Village to Llansamlet
- AS0047 - Route between Loughor and Gorseinon
- AS0048 – Route from Pastoral Way, Tycoch to Hendrefoilan Road link to Olchfa School
- AS0050 - Shared use route along Cefn Hengoed Road connecting Bon-y-Maen and Carmel Rd to back entrance of school

In addition to the new routes, the following routes have been amended as a result of the consultation:

- ST0015 – Management vegetation along Fabian Way
- MT0003 - Gower Trail moved to Medium Term from Aspirational
- MT0028 – Mumbles to Mansfield altered alignment
- MT0029 – Proposed cycle route in Dunvant connecting to ERM
- MT0031 - Alignment has been altered according to consultation suggestion along Fern Road
- AS0003 - Proposed shared use path between Loughor and Swansea Road
- AS0037 - link across Mumbles Road to Swansea University added.

The following existing routes have been added to the revised ERM:

- SWA-SE-023 – Clydach town centre walking route
- SWA-SE-24 – Ynysforgan pedestrian route between trip attractors
- SWA-SE-025 – Morriston pedestrian route between retail sites
- SWA-SE-026 – Clase walking route to trip attractors
- SWA-SE-027 – connects existing routes to retail in Llansamlet
- SWA-SE-028 – Trallwn link footway to school
- SWA-SE-029A – Morfa funnel route across bridge
- SWA-SE-029B – Cefn Hengoed link to school
- SWA-SE-030 – Link footway between Morfa and Hafod
- SWA-SE-031 – Funnel route between Parc Tawe and St Thomas
- SWA-SE-032 – Connector route in SA1

- SWA-SE-033 – Morfa Distributor Road completed scheme
- SWA-SE-034 – connection to school and ERM in Ynystawe
- SWA-SE-036 – Killay town centre route
- SWA-SE-037 – funnel route to Pentrehafod school
- SWA-SW-007 – Link footway in Gorseinon
- SWA-SW-008 – Link footway to trip attractors in Gowerton
- SWA-SW-009 – Pedestrian routes in Pontarddulais.

Appendix A : Phase 1 School Consultation

A.1 Introduction

A summary of the consultation activities that were undertaken are provided below.

Secondary Schools Show of Hands Surveys

In order to develop an understanding of walking and cycling routes used by school children in Swansea, an extensive consultation exercise was undertaken. City and County of Swansea selected 5 secondary schools within the county to participate in the consultation process. Capita were commissioned to engage with the schools in the consultation process.

The Show of Hands surveys were distributed to the schools on the 23rd January 2017.

The secondary schools involved in the consultation process were:

- Olchfa Comprehensive School
- Ysgol Gyfun Gwyr
- Cefn Hengoed Community School
- Pentrehafod School
- Morriston Comprehensive School.

Morriston Comprehensive School was the only school not to provide any feedback. In total 2,250 pupils across the county took part in the exercise.

The surveys were undertaken by each class in each year group across all four schools that took part. The Show of Hands surveys were designed so that the teacher could read the questions to the class and write down the number of students that raise their hands to answer.

The English and Welsh versions of the Show of Hands Surveys are contained in sections A5 and A6 of this appendix.

Primary Schools Consultation

Two primary schools were consulted with as part of Sustran's work with schools in the City and County of Swansea. The output from these lessons is in the form of A1 maps which show the students' current routes to school, home locations, local trip attractors and any barriers they encounter on the way.

The two primary schools were involved in the consultation process:

- Gowerton Primary School
- Trallwn Primary School.

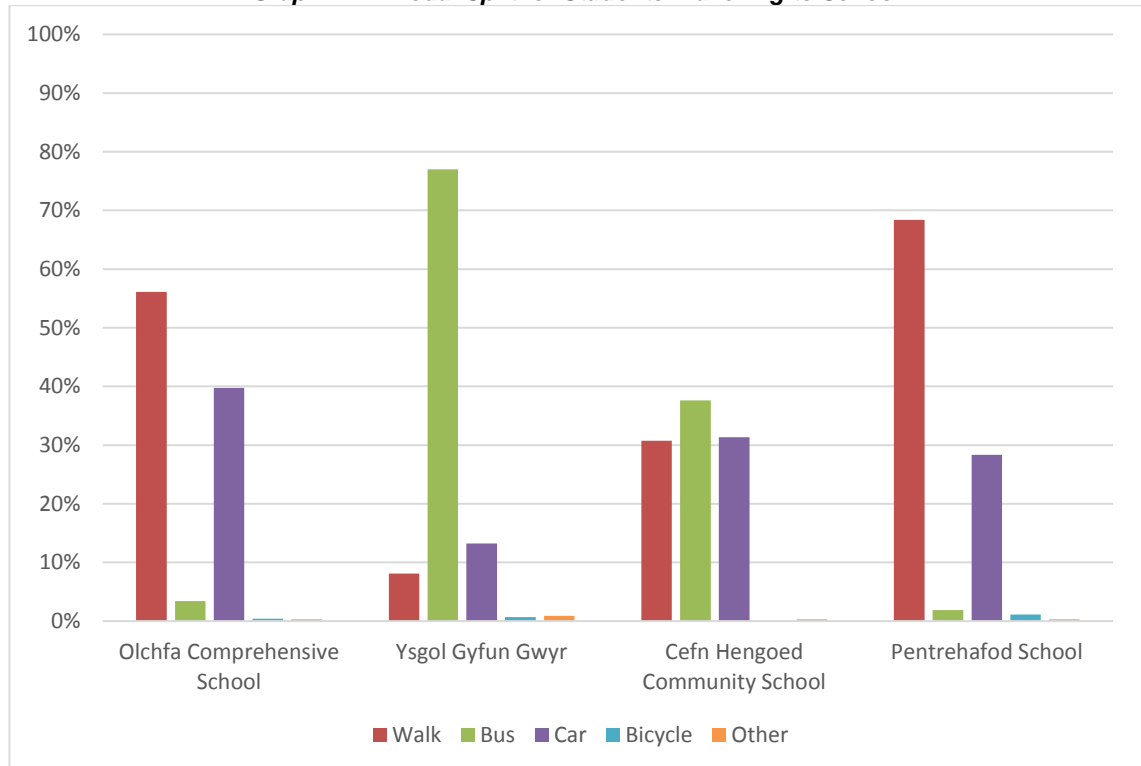
The results from these sessions were mapped so the routes could be reviewed and relevant routes included on the INM.

A.2 Secondary School Show of Hands Survey Results

Results to show how students travel to school

Graph 2.1 summarises the data obtained from question one from the show of hands survey, “How do the students normally travel to school?” The graph indicates the modal split for walking, bus, car and cycle.

Graph 2.1 – Modal Split for Students Travelling to School



The results vary vastly by area. Both Olchfa Comprehensive School and Pentrehafod School have the majority of students walking to school, whereas Ysgol Gyfun Gwyr and Cefn Hengoed Community School, the majority of students travel to school by bus.

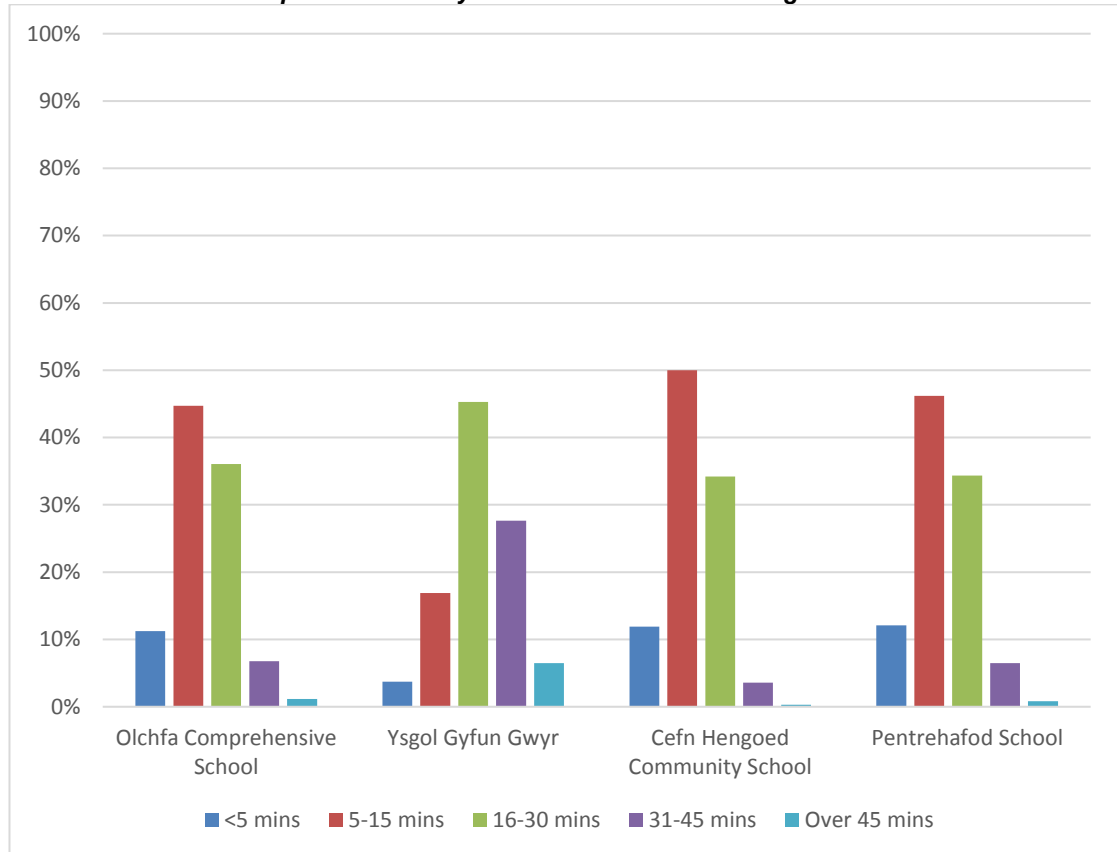
Pentrehafod School has the highest percentage of students walking to school, 68%, and Ysgol Gyfun Gwyr has the lowest percentage of students walking to school, 8%. Ysgol Gyfun Gwyr also had a number of students travelling to school by train.

All of the schools which provided feedback had a very low percentage of cyclists, an average of 1%.

Journey Times for Students Travelling to School

Graph 2.2 shows the results from the show of hands survey question. ‘How long does this journey to school normally take?’

Graph 2.2 – Journey times for students travelling to school



Most students require between 5 to 15 minutes and 15 to 30 minutes to travel to school.

Less than 10% of student responses suggest they are taking longer than 45 minutes to travel to school, the majority of which attend Ysgol Gyfun Gwyr.

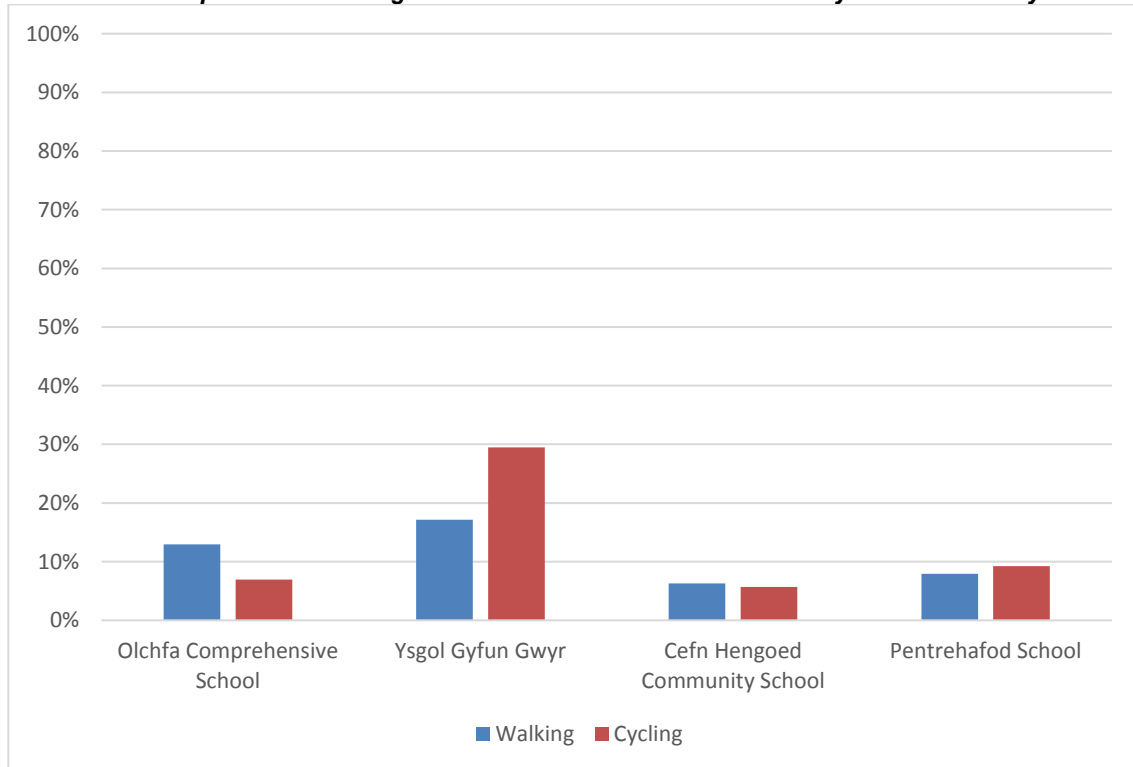
Three schools have the highest percentage of students with a journey time of 5 minutes or less; Olchfa Comprehensive School (11%), Cefn Hengoed Community School (12%) and Pentrehafod School (12%).

Ysgol Gyfun Gwyr (28%) has the highest percentage of students with a 31 to 45 minute journey time to school as it has the wider catchment area and a high percentage of students travelling by bus (77%).

What Percentage of Students would like to Walk or Cycle to School?

Graph 2.3 shows the results from the show of hands survey question “How many students would like to walk or cycle to school that currently don’t?”

Graph 2.3 –Percentage of students would like to walk and cycle that currently don’t



There is a higher overall percentage of students who would prefer to cycle to school than walk to school.

Similarly, Ysgol Gyfun Gwyr also recorded the highest percentage of students who would like to walk to school that currently don’t (17%).

Ysgol Gyfun Gwyr recorded the highest percentage of students who would like to cycle to school that currently don’t (30%).

Schools which recorded the lowest percentage of students who would like to walk or cycle that currently don’t also recorded some of the highest percentages of current walking levels; Pentrehafod School has 17% of students wanting to walk or cycle to school who currently don’t and 68% of students already currently walk to school. However, Cefn Hengoed Community School has 12% of students who would like to walk or cycle to school who currently don’t, and only 31% currently walk.

Alternatives to Encourage Students to Walk or Cycle to School

Graphs 2.4 to 2.11 summarise the results from the Show of Hands survey. Students were asked whether any of the following alternatives would make walking or cycling to school better or encourage them.

Alternatives to encourage walking:

- Wider pavements
- Slower traffic
- More students to walk with
- Training for how to safely cross roads
- Nothing it's too far too walk
- Better Lighting
- Cleaner pavements
- School lockers to leave belongings in
- Safer places to cross the road
- Nothing I don't feel confident in any of the alternatives

Alternatives to encourage cycling:

- More/better cycle parking
- Slower traffic
- More students to cycle with
- Training for how to safely cross roads
- Nothing it's too far too cycle
- Better lighting
- School lockers to leave belongings in
- Safer places to cross the road
- Nothing I don't feel confident in any of the alternatives

The most popular suggestion to encourage cycling and walking to school was to provide lockers for storage of student's cycle gear, coats/ cycle jackets and helmets. 23% of students across the 4 schools were in favour of this to encourage walking, and 19% were in favour of lockers to encourage cycling. Another popular suggestion was more students to walk/ cycle with.

Providing lockers for cycle equipment in schools and coordinating students to walk or cycle together are short term alternatives that may encourage more students to cycle to school. The other highest percentage categories that received votes were off road cycle routes, more/ better cycle parking and cleaner pavements. These are long-term solutions that will be much more difficult to implement.

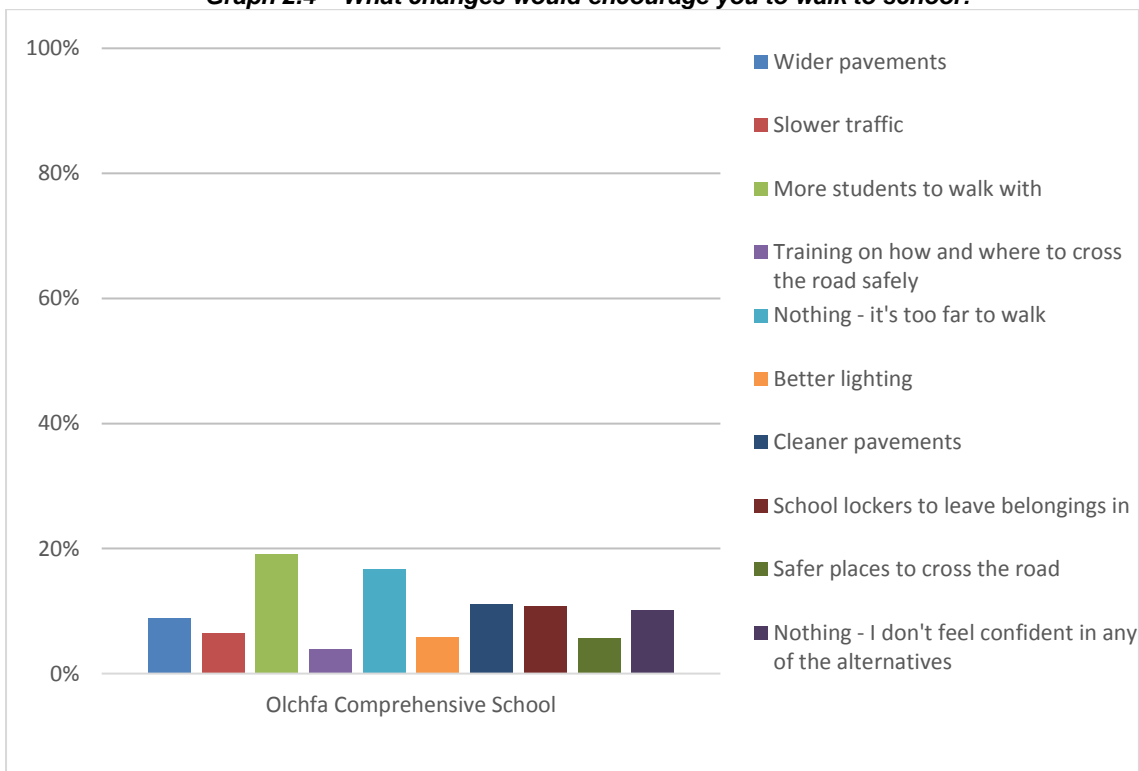
Students were encouraged to provide feedback and their own alternatives. Additional suggestions included:

- Cycle to school scheme grant to allow students to loan bicycles;
- Competitions for most steps walked or miles cycled;
- For school to start later to allow more time to walk or cycle; and
- To increase awareness and promotion of the benefits of walking and cycling to school.

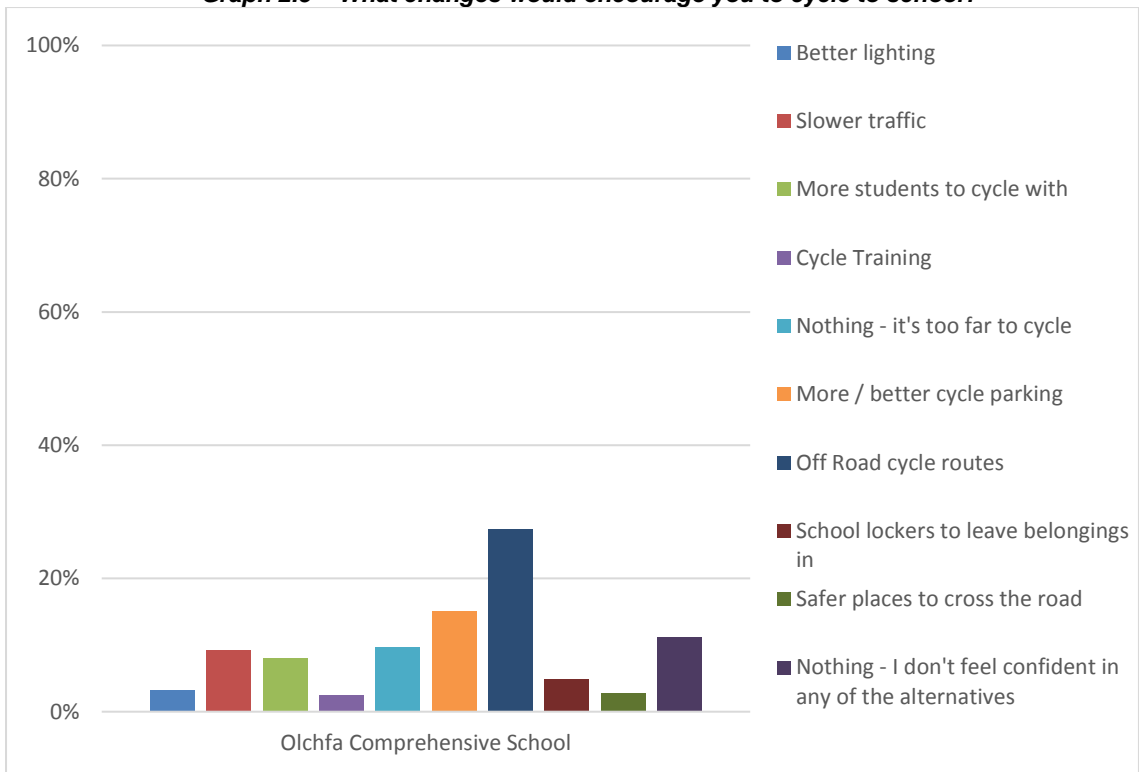
The results indicate that 21% of respondents across the 4 schools stated that the distance from home to school was too far for them to walk and 15% stated that it is too far for them to cycle, the highest percentage of which were located in Ysgol Gyfun Gwyr.

Olchfa Comprehensive School

Graph 2.4 – What changes would encourage you to walk to school?

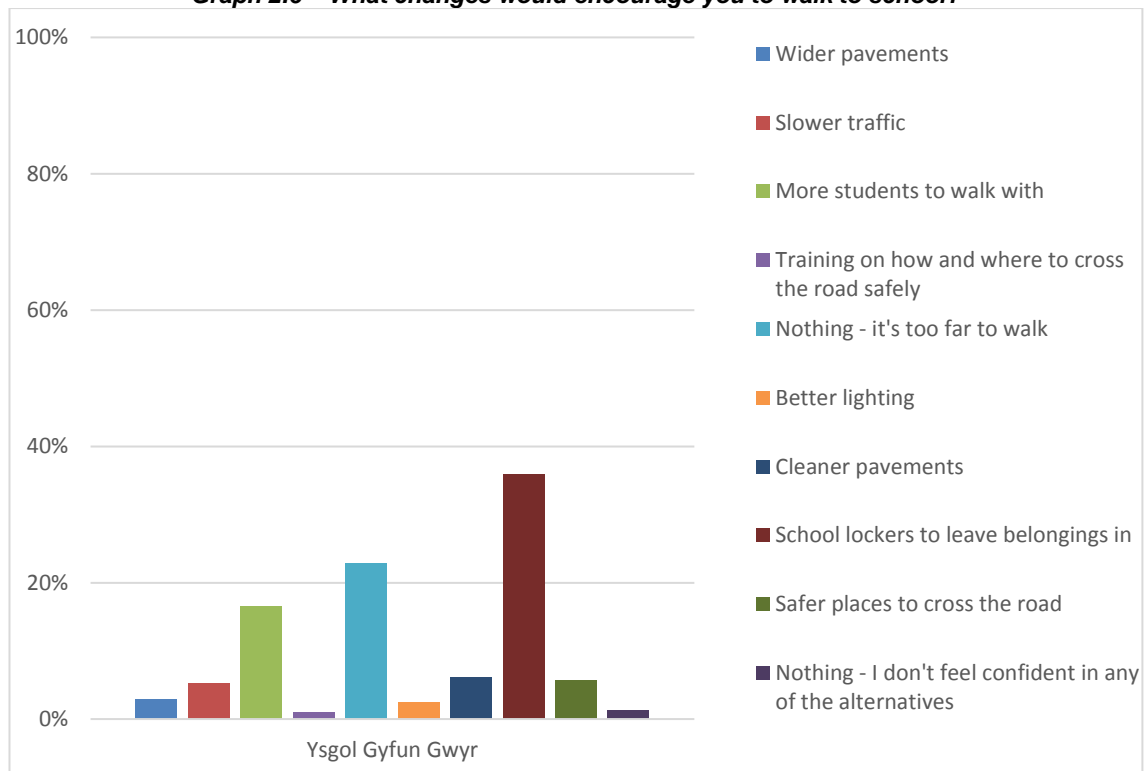


Graph 2.5 – What changes would encourage you to cycle to school?

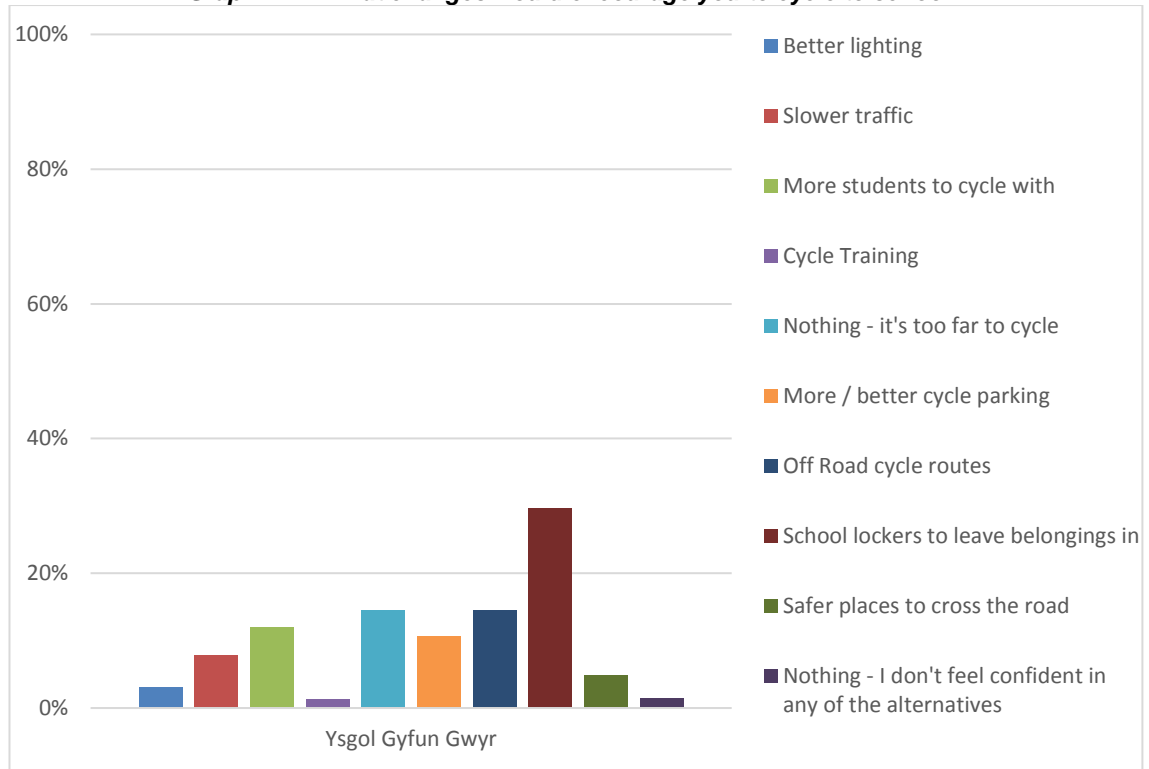


Ysgol Gyfun Gwyr

Graph 2.6 – What changes would encourage you to walk to school?

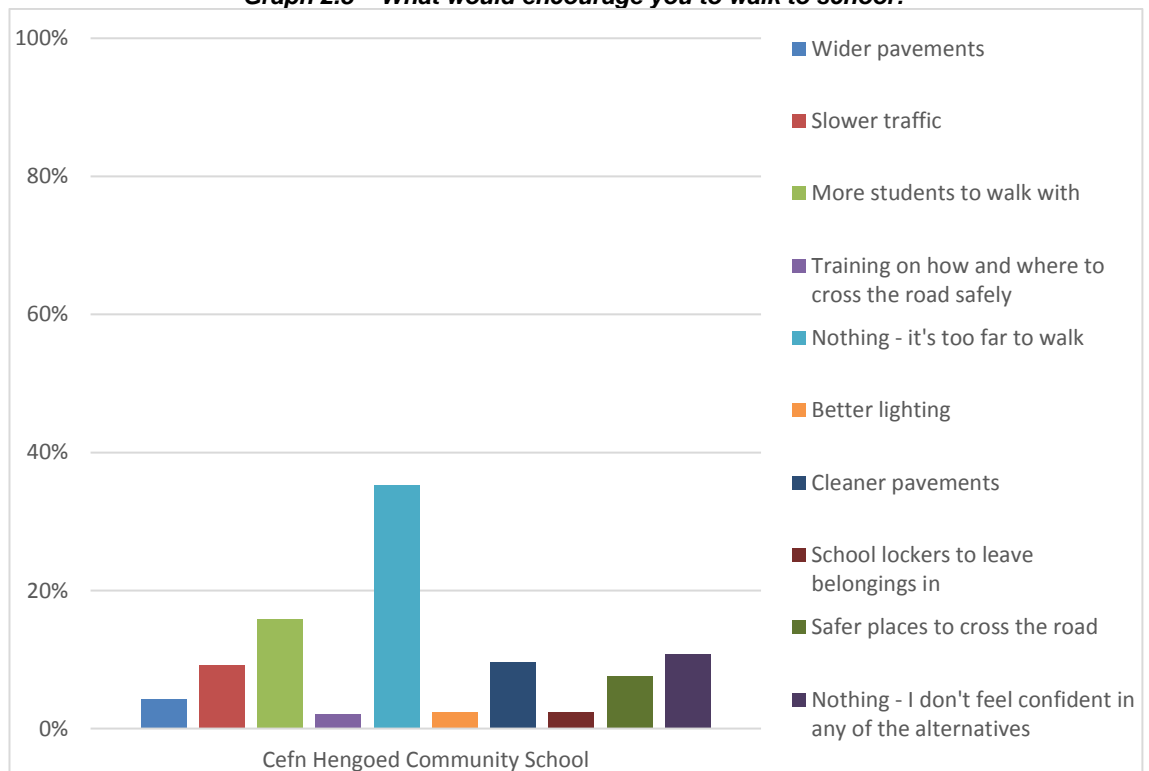


Graph 2.7 – What changes would encourage you to cycle to school?

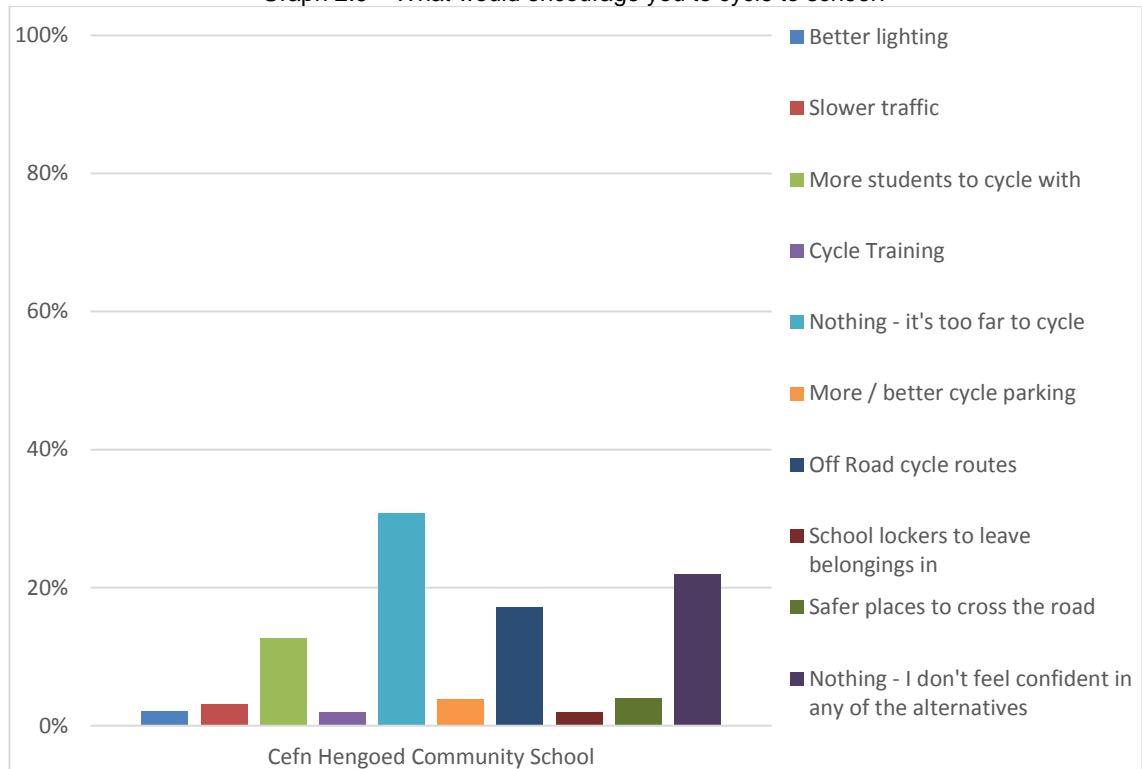


Cefn Hengoed Community School

Graph 2.8 – What would encourage you to walk to school?

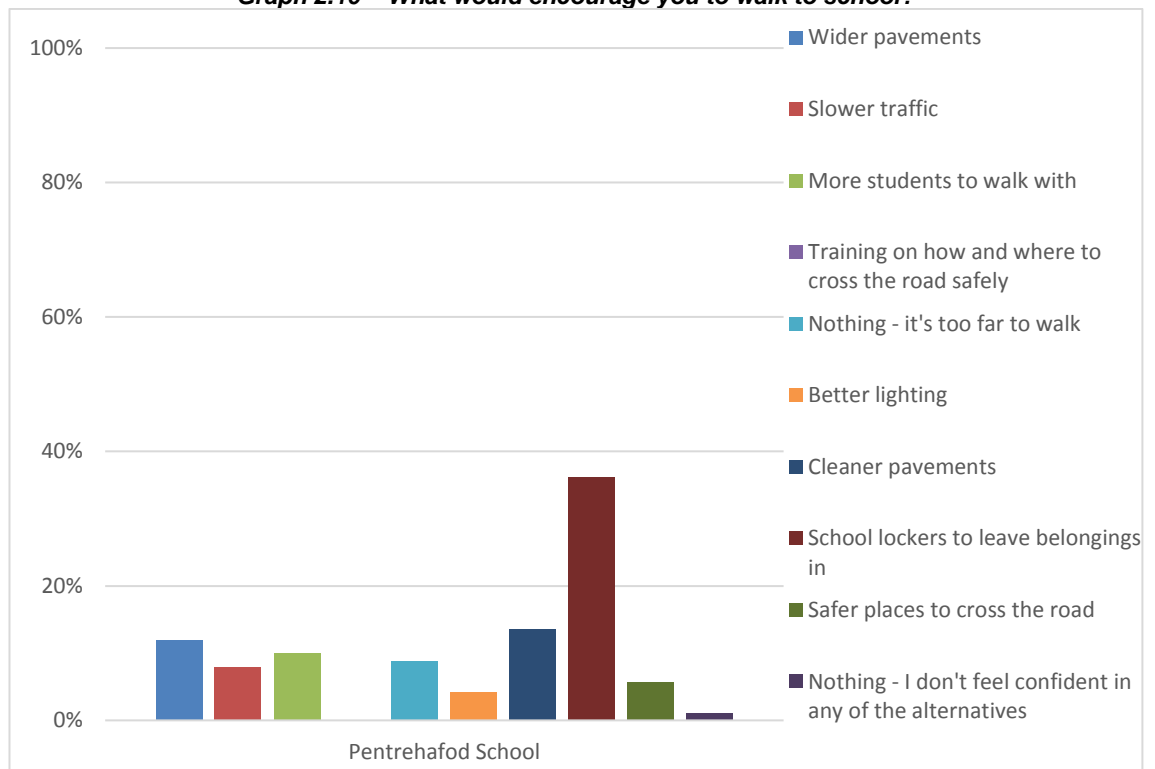


Graph 2.9 – What would encourage you to cycle to school?

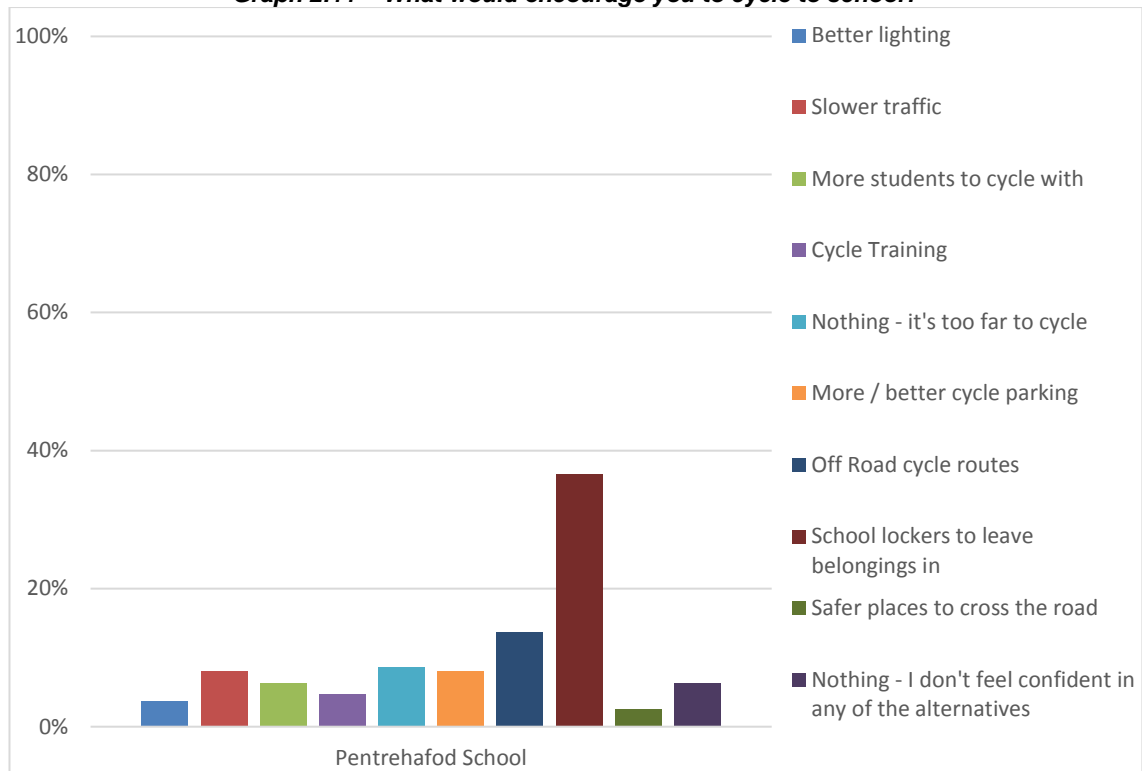


Pentrehafod School

Graph 2.10 – What would encourage you to walk to school?



Graph 2.11 – What would encourage you to cycle to school?



A.3 Primary School Consultation

Sustrans are working with a number of schools within the City and County of Swansea to deliver lessons to understand the routes that students take to get to school to inform the INM process.

The results from the below schools have been analysed below:

- Trallwn Primary School - Years 4 and 5 – 49 students (15th November 2016)
- Gowerton Primary School Year 5 (20th January 2017).

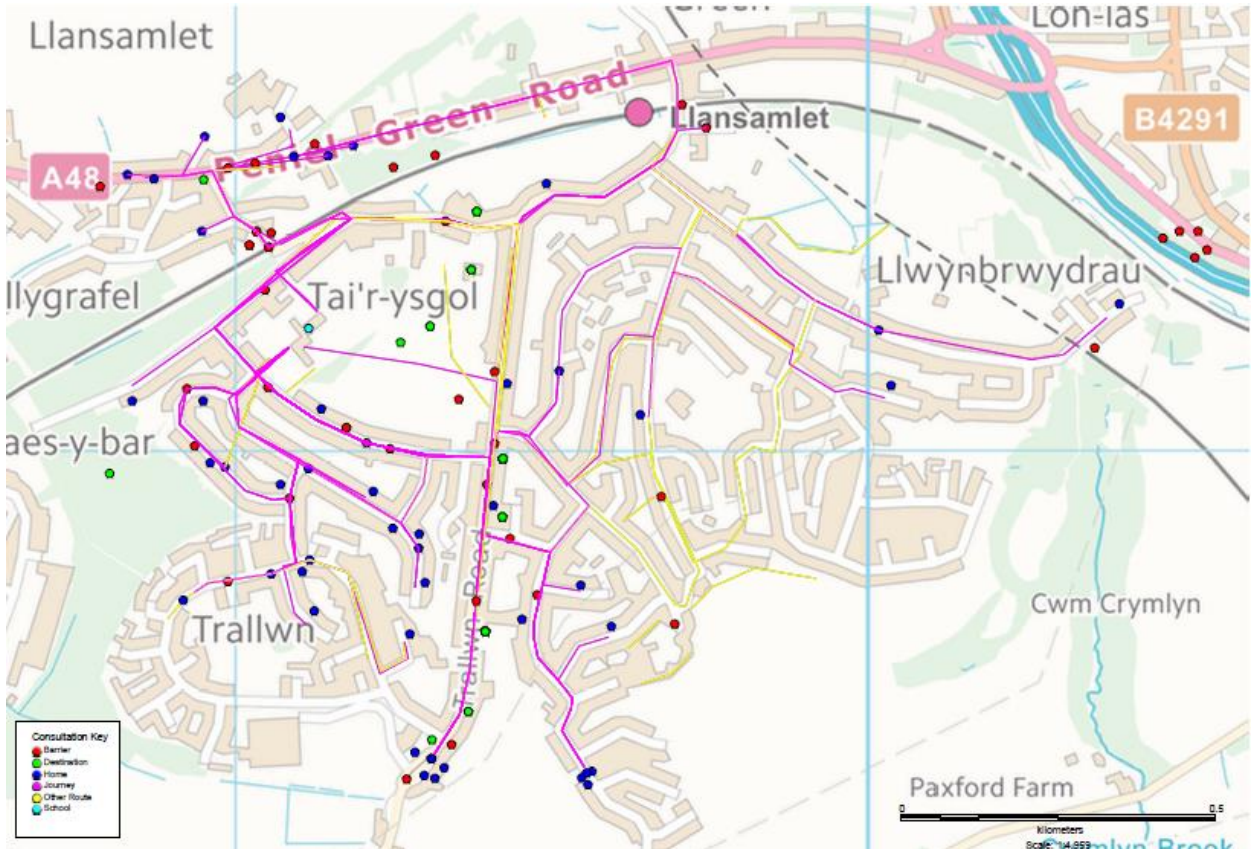
The output from the lessons is in the form of A1 maps which show current routes to schools, suggested new paths, home locations, trip attractors, and barriers that students face on their journeys to school. In addition to the maps, a Show of Hands survey was undertaken at Gowerton Primary school.

The student’s current routes and barriers to walking have been mapped and the results from Trallwn Primary School are included in Figure 1.

Examples of barriers included lack of street lighting, too many parked cars on the footways and lack of street lighting.

Although it wasn't possible to include all of the student's journeys as Active Travel routes on the INM, the main routes to the school which were used by students have been incorporated onto the map. In addition, the barriers which were identified have been reviewed, and where possible these have been addressed along the Active Travel routes on the INM.

Figure 1 – Trallwn Primary School Consultation Summary



A.4 Summary

The first consultation period has influenced the emerging INM significantly, and the next consultation period will provide CCoS schools with another opportunity to give their input and share their opinion on improvements and new routes etc.

Show of Hands Surveys

Show of Hands Surveys were returned by four schools in Swansea, a total of 2,250 pupils across the county took part in the exercise.

Method of transport to school varies vastly by area. Both Olchfa Comprehensive School and Pentrehafod School have the majority of students walking to school, whereas Ysgol Gyfun Gwyr and Cefn Hengoed Community School, the majority of students travel to school by bus.

There is a higher overall percentage of students who would prefer to cycle to school than walk to school across the schools, but again this varies by area due to the distances travelled and school catchment areas.

The most popular suggestion for increasing walking and cycling to school were to provide lockers for cycle equipment in schools and coordinating students to walk or cycle together. These are short term alternatives that may encourage more students to cycle to school.

The other highest percentage categories that received votes were off road cycle routes, more/better cycle parking and cleaner pavements. These are long-term solutions that will be much more difficult to implement.

The results of the surveys were analysed so that Active Travel routes could be focussed around the schools where possible, based on the survey results and to give CCoS an idea of additional methods of encouraging students to walk and cycle to school.

Primary School Consultation

Trallwn Primary School and Gowerton Primary School were involved in INM sessions led by Sustrans. Although it wasn't possible to include all of the student's journeys as Active Travel routes on the INM, the main routes to the school which were used by students have been incorporated onto the map. In addition, the barriers which were identified have been reviewed, and where possible these have been addressed along the Active Travel routes on the INM.

A.5 School Active Travel: Show of Hands Survey - English

School Active Travel: Show of Hands Survey

Year _____ Class _____

How many students are in your class _____

As the teacher of your class, please ask these questions to the whole class and then write the number of students that raise their hands to answer in each box.

Please note, for Q1 & Q2 pupils should only answer once to each question so that the totals add up to the number of pupils in the class.

Q1 How do the students normally travel to and from school?

Travel Methods	To School (write no. of students)	From School (write no. of students)
Walk		
Bus		
Car		
Bicycle		
Other (please specify)		
TOTAL		

Q2 How long does this journey usually take?

Journey Time	To School	From School
Less than 5 mins		
5 – 15 mins		
16 – 30 mins		
31 – 45 mins		
Over 45 mins		
TOTAL		

Q3 How many students would like to walk / cycle on a more regular basis? (That currently don't)

Travel Method	To School	From School
Walking		
Cycling		

Q4 What would make walking to school better, or (if you don't currently walk) encourage you to walk?

Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

Wider pavements		Better lighting	
Slower traffic		Cleaner pavements	
More children to walk with		School lockers to leave belongings in	
Training on how and where to cross the road safely		Safer places to cross the road	
Nothing – it’s too far to walk		Nothing – I don’t feel confident in any of the alternatives	
Other (please specify)			

Q5 What would make cycling to school better, or (if you don’t currently cycle) encourage you to cycle?

Students can raise their hand twice. Please write the number of raised hands in the boxes alongside each answer.

Better lighting		More / better cycle parking	
Slower traffic		Off road cycle routes	
More children to cycle with		School lockers to leave belongings in	
Cycle Training		Safer places to cross the road	
Nothing – it’s too far to cycle		Nothing – I don’t feel confident in any of the alternatives	
Other (please specify)			

Thank you for taking the time to complete the survey. Please ensure the survey is completed and returned ready for collection on 27th January 2017.

A.6 School Active Travel: Show of Hands Survey - English

Teithio Byw Ysgolion – Arolwg Dangos Dwylo

Blwyddyn _____ Dosbarth _____

Faint o ddisgyblion sydd yn eich dosbarth _____

Fel athro / athrawes eich dosbarth, gofynnwch y cwestiynau yma i'r dosbarth i gyd ac ysgrifennu ym mhob blwch, y nifer o ddisgyblion sydd yn codi ei dwylo i ateb.

C1 Sut mae'r disgyblion yn teithio i ysgol fel arfer?

Modd Teithio	I Ysgol (ysgrifennwch nifer o ddisgyblion)	O Ysgol (ysgrifennwch nifer o ddisgyblion)
Cerdded		
Bws		
Car		
Beicio		
Arall (pennwch os gwelwch yn dda)		

C2 Pa mor hir mae'r siwrne yma yn cymryd fel arfer?

Amser y siwrne	I Ysgol	O Ysgol
Llai na 5 munud		
5 – 15 munud		
16 – 30 munud		
31 – 45 munud		
Dros 45 munud		

C3 Faint o ddisgyblion byddai'n hoffi cerdded / beicio yn fwy rheolaidd? (Sydd ddim yn ar hyn o bryd)

Modd Teithio	I Ysgol	O Ysgol
Cerdded		
Beicio		

C4 Beth fyddai'n wneud cerdded i ysgol yn well, neu (os nad ydynt yn cerdded ar hyn o bryd) annog nhw i gerdded?

Gall disgyblion codi ei ddwylo dwywaith. Ysgrifennwch y nifer o ddwylo a chodwyd yn y blychau os gwelwch yn dda.

Palmantau ehangach		Goleuadau gwell	
Traffig arafach		Palmantau glanach	
Mwy o ffrindiau i gerdded gyda		Loceri ysgol i adael eiddo fewn	
Hyfforddiant ar sut a ble i groesi'r ffordd yn saff		Llefydd saffach i groesi'r ffordd	
Dim byd – mae'n rhy bell i gerdded		Dim byd – dw'i ddim yn teimlo'n hyderus mewn unrhyw un o'r opsiynau eraill	
Arall (pennwch os gwelwch yn dda)			

C5 Beth fyddai'n wneud beicio i ysgol yn well, neu (os nad ydynt yn cerdded ar hyn o bryd) annog nhw i gerdded?

Gall disgyblion codi ei ddwylo dwywaith. Ysgrifennwch y nifer o ddwylo a chodwyd yn y blychau os gwelwch yn dda.

Goleuadau gwell		Mwy / well parcio i feiciau	
Traffig arafach		Llwybrau beicio oddi ar y ffordd	
Mwy o ffrindiau i feicio gyda		Loceri ysgol i adael eiddo fewn	
Hyfforddiant beicio		Llefydd saffach i groesi'r ffordd	
Dim byd – mae'n rhy bell i feicio		Dim byd – dw'i ddim yn teimlo'n hyderus mewn unrhyw un o'r opsiynau eraill	
Arall (pennwch os gwelwch yn dda)			

Diolch am gymryd yr amser i gwblhau'r arolwg.

Appendix B : Online Survey



Walking and Cycling Routes: Have your say

The Integrated Network Map (INM) will set out the walking and cycling routes which the Council will seek to deliver over the next 15 years. The draft INM and more information can be found at www.swansea.gov.uk/activetravelact

Q1 Which community do you live in?

Swansea	Bishopston	Pontardulais	Glais
Sketty	Fforestfach	Winchwen	Birchgrove
Killay	Gowerton	Morrison	Other
Mumbles	Gorseinon	Clydach	

Q2 How often do you undertake the following activities within your communities?

	Walk	Cycle
Everyday		
2-3 times a week		
Once a week		
2-3 times a month		
Once a month		
Less often		
Never		

Q3 If answered 'never' to Q2, please provide your reasons for not:

Weather	Health
Unsuitable routes	Time constraints
Fitness	I don't own a bike
Lack of cycle storage	I travel with others who don't walk or cycle
Other (please specify below)	

Other: _____

Q4 Are there any changes that City and County of Swansea could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live? Please select all that apply:

Slower traffic speeds	Wider pavements
More on road cycling routes	Better lighting
More off road cycling routes	More pedestrian crossings
More cycle parking	Cleaner, uncluttered footways
Other (please specify below)	Nothing



Other: _____

Q5 Do you use the routes highlighted on the maps?

Yes	No
-----	----

Q6 If answered 'No' to Q5 please explain why.

Q7 If answered 'Yes' to Q5, are there any improvements / changes needed to the routes highlighted on the maps? Please specify route ID where possible.

Route ID	Comments

Q8 Are there any additional walking / cycling routes that you believe are well used and should be included on the maps?

Yes	No
-----	----

Q9 If you answered 'yes' to Q8, please can you describe the locations of the additional routes?

Q10 Are there any improvements the City and County of Swansea could make to these additional routes?



Please provide your name and e-mail address, you may be contacted for further information.

Name	
E-mail address	

About You

The City & County of Swansea is keen to ensure that its active travel networks are accessible to all users. Please could you answer the following questions so that we might best understand your personal circumstances. The answers to this data will be anonymised to ensure your privacy

Age:

- Under 16
- 16 – 29
- 30 – 45
- 46 – 59
- 60+
- Prefer not to say

Gender:

- Male
- Female
- Other
- Prefer not to say

Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say
- Please state the nature of your disability.....

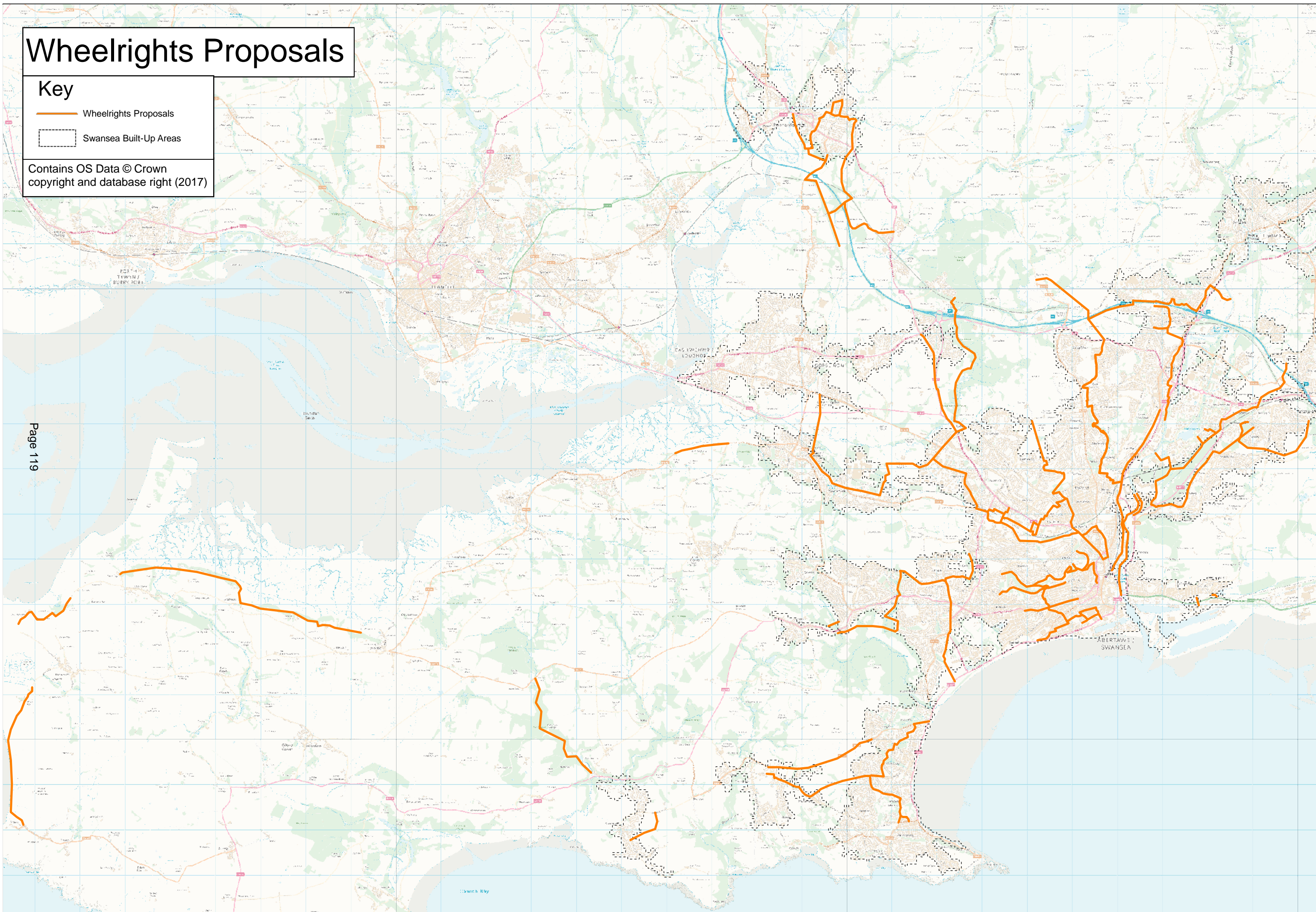
Appendix C : Wheelrights Proposals

Wheelrights Proposals

Key

- Wheelrights Proposals
- - - Swansea Built-Up Areas

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Appendix D : Consultation Responses: General Comments

Consultation Responses – General Suggestions

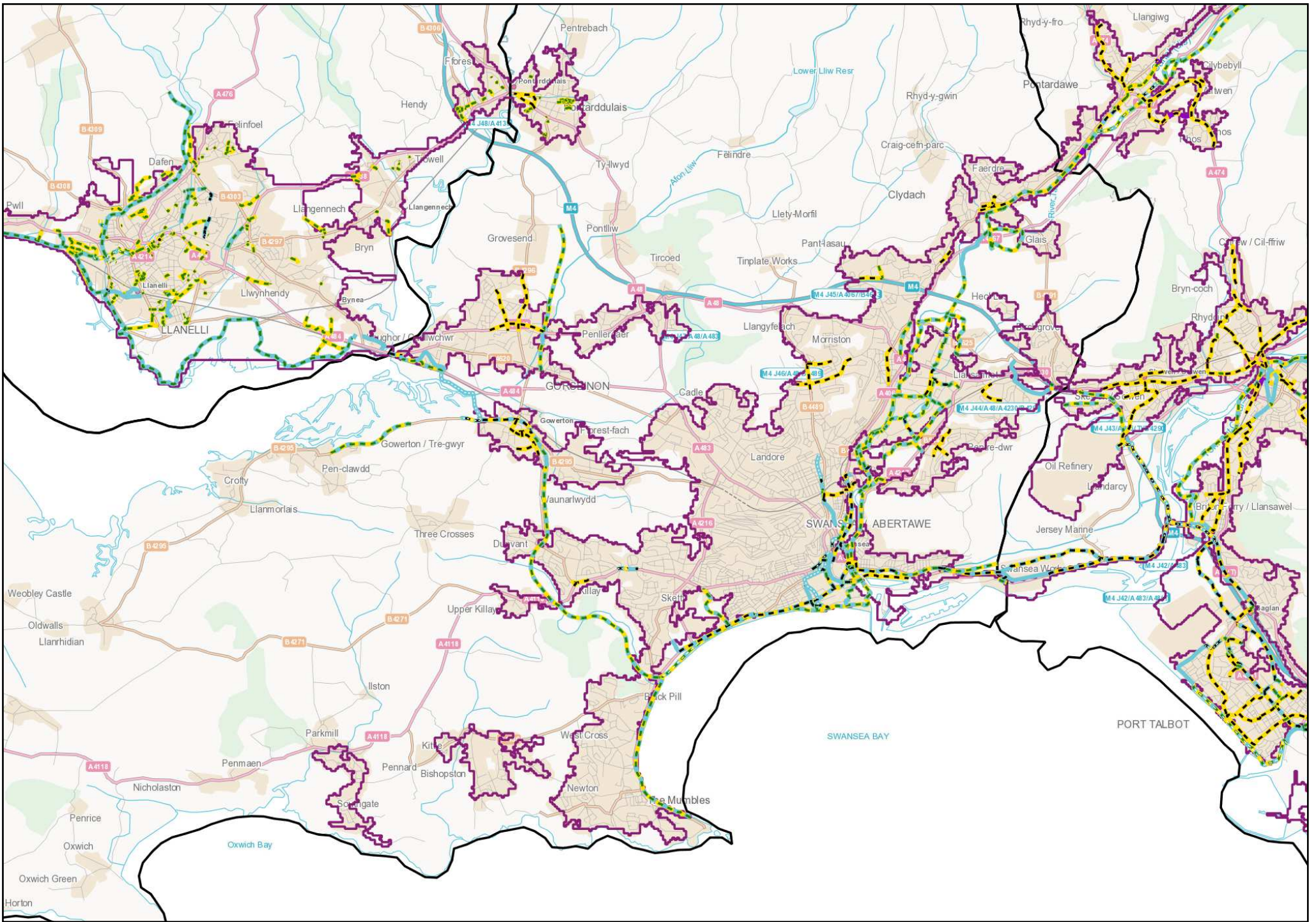
Route Suggestion
Decent road surfaces-not the hotch potch of pot hole repairs and surface dressing we now have. Preventative maintenance please! Spend-to-save.
Dedicated traffic free interconnected cycle network and combat people using the cycle routes with motorbikes they are lethal and will result in a fatality before long.
Less pedestrians and dogs not moving out the way on shared routes
Better segregation between cars and bikes on road cycling routes
Better lit cycle paths, in light of recent attacks on another cycle path in Swansea
Signage at each junction, indicating whether it is a pedestrian/cycle or both with indicated distances to next junctions/waypoints. It is very important that the average time is marked for both forms of use. Public toilets distances need to be indicated at each point, & seats need to be installed at junctions.
Better signed cycle routes making it clear where to go
Better footpaths
My idea of perfect city infrastructure is Amsterdam. The cycle paths are a separate road system completely. It's amazing. And jam-packed full of cyclists, despite the lack of good weather.
Every new road should have cycle lanes installed Amsterdam style. Why doesn't the new Morfa rd. have them? Inexcusable. Surfaces should be suitable for all uses (roller blading etc.) unlike by the observatory etc. Sort out clutter and standing water on the prom too.
Do something about the amount of cars parked on pavements obstructed the way for pedestrians especially those with children, pushchairs and mobility aids?
improved maintenance of cycle paths
The maps are unintelligible: it's impossible to tell from them exactly where the routes are.
Public toilets are far too far away. NO signage or distances/times marked at start of routes. Times - average walking speed to complete 'leg' of route.
I've explained on the previous page. PS. Nobody wants to download ten maps to check...
I drive these routes, but they are too dangerous to walk them.
Not currently safe. I would love to cycle these tracks if they were free of cars. My kids could use them too.
Non are in my area
I often walk/cycle with a dog and their re restrictions on dogs on Swansea front.
This route is needed asap
Gowerton to Swansea Bay is quite busy so some signage about being courteous to other users would help. I.e. Please keep dogs on leads and please get a bike bell etc.
Maintain them! No tree roots please
Better segregation of cyclists and walkers would make it safer.
This route is dangerous busy road with no pavement or cycle path. There is plenty of room to add pavement/cycle path and this would encourage more cycling walking between these 2 communities and benefit children returning home from after school sports
Sort out the traffic free cycle path where the park and ride used to be and stop people using motorbikes on the cycle routes
street lights are often out
Better route to cycle path, better lighting on cycle path, reduced road speed, foot path.
I can't see the map whilst responding to this questionnaire. This cannot answer this question
Requires better surface
Regular sand clearance

requires better signage to join near bridge
overgrown by bracken
Better lighting for when it starts getting dark.
Traffic moves to quickly, too many emissions from cars and busses, dangerous driving, parked cars opening their doors without looking, no visible cycle lane on road even though road is wide enough,
This route would encourage people to cycle to work as it would be safer.
Widened to allow better separation between cycles and walkers
Footpath and cycle track is needed - far too dangerous and there's even bus stops along route - you'd be mad or suicidal to get off bus along it!!!
Create footpath
A new safe footpath / cycle lane is needed
would be a very useful route as currently v dangerous
Needs cutting back around the new sports development to the bridge (north) as it is now narrow and dangerous due to lower visibility
Sort out standing water, remove clutter & bus stop by the slip bridge, install appropriate surface in the marina, and use design to create safety not signs, remove endless signs.
Some of the paths north of Swansea need to be tarmac not gravel
Not suitable for children as there are no curbs or cycle paths. People drive around these roads like idiots.
Safer route for walkers and cyclists separate to the vehicular traffic.
improved cleaning of sand which ruins bikes - it is cleaned up for cars virtually straight away, but left in dangerous drifts for cyclists and pedestrians
Encouraging more use of this road and making it a cycle route would be disastrous. It's a 'rat run' already.
Needs separate cycling and walking routes - not wide enough for both and is dangerous at busy times
dog walkers must be asked to keep them on leads, far too dangerous for cyclists, after all, it is a cycle track not a dog walking track
This would provide a more attractive and quicker route through SA1 Waterfront.
Is this the old railway? This route is overgrown and the bridge is currently blocked off, this route would provide a safe passage to Tregof village.
Requires better surface
Walking this route whilst dark is extremely dangerous as the footway is uneven and overgrown due to lack of maintenance and the street lights have been switched off. The worst area is between Berthllywd and Penclawdd where even the new LED lights are switched off. Surely this is at odds with what is expected of the Council under the active travel act?
Dangerous step cut in by library on sea front, lethal in dark and wet
This is a fast bit of road, with cars doing 60mph next to cyclists. this should have a dedicated cycle lane
Speeding vehicles, no road markings for cyclists, bad road surface
Use it visit family and friends and access south Gower from mumbles. The lanes are dangerous, like many people I would walk to Murton but I am forced to drive. Similarly, many Bish residents are forced to drive to mumbles to shop, worsening the already difficult parking circumstances.
Create footpath
A footpath / cycle lane should be added to parts where there is none.
Lighting required for winter walking in the evenings and more signage to dictate cycling/walking sides
Busy main road not suitable for children

Various areas especially where it exits Morrison's roundabout, where the buddleia has is overhanging the cycle way, forcing cyclists into the road.
Need pavements where kids walk to school
Better cleaning of cycle path between SA1 and rear of park & ride out towards Bay Campus (off Eastbound carriage way, regularly glass on the path all along here
Doesn't exist
This would be a really useful addition to the strategic network.
The road down to the canal path has some big pot holes, if this could be improved it would be nice
Doesn't exist
LLyw
Generally, I think the Morrision, Gowerton, Llansamlet routes are all very well maintained. The only additional comment I would have is for more road markings/on-road cycling lanes and for more bike paths in general.
Allow cycling on the pedestrian bridge
I think segregated routes are better than shared routes as you can end up weaving between pedestrians with neither knowing which way they should be going. Gets to be a problem when dog leads are involved and leads me to prefer using the roads as you don't have to slow down as much.
The more routes there are, the more people will be encouraged to use bikes/walk. More nervous cyclists (like me) are more likely to use routes off roads where we feel safer. Dedicated lanes for cyclists/walkers are a great addition to a city
Needs a pavement and a way to stop rain water running off of m4 onto road at corner as often floods/ices over.
Make sure they are cleaned of glass to reduce punctures
Better access, lighting, road crossings for walkers with children
Dedicated cycle paths
During winter period street lighting has been switched off along key interchange routes between the towns / villages. This has dis-courage walking / cycling between Gorseinon & Gowerton
Yes see my notes in 7 above
Introducing cycle paths
Ensure track surfaces are good to start and are maintained. Ensure they link up with cycle routes in adjacent areas.
Yes, turnstile type gate/swing gate at top, intermediate & bottom. Concrete steps plus handrail at bottom on Hendrefoilan Rd.
Yes, I believe that priority is given to the motor car throughout Swansea. Crossings over Mumbles Road, particularly at the bottom of Brynmill Lane force pedestrians to wait in central reservation for several minutes while crossing road. A disgrace!
A footpath in the lanes.....this route is very dangerous to cyclists and pedestrians who use it.
Shared us path
Regular maintenance, cutting back undergrowth
Improving pedestrian / cycle routes but without increasing danger for pedestrians by moving cycle routes on to pavements. Already there are dangerous cyclists on pavements where it is against the rules and the waters shouldn't be muddied in this regard
Keep the footpaths clear of vegetation
Yes, create a footpath as none exists
May be added to long term as an alternative link to Pontarddulais whilst AS007 is being considered

You must install Amsterdam style infrastructure to change the culture. Tins of white paint are not sufficient.
Yes, provision of a shared cycle/foot path
Make sure they exist first and if so make sure they are tarred and wide enough.
Wider pavements and protection from cars parking or driving over pavements.
Provide a safe pathway
Dedicated cycle lanes
Yes pavements
Swansea
Surface the route correctly. Install lighting if funds allow
Make sure that the hedges are trimmed back alongside the tracks
I don't hear cyclists behind on the shared routes. There should be more attention given to encouraging / enforcing cyclists to use designated cycle routes at the same time as providing new routes. Cyclists often ignore red lights and are therefore a danger to pedestrians and car drivers. They do not display lights - this is a real problem in Uplands where visibility is not good due to the number of parked cars. It is a great shame that cycle routes to the Bay Campus were not part of the original planning brief
More clarity on rights of way through Swansea would be helpful, as it all gets a bit unclear as you leave the cycle path coming from Mumbles and pass County Hall. Cyclists often get shouted at by angry pedestrians and that is to be expected to a degree in shared but even when cycling very safely within the constraints of the Highway Code, they are abused by car drivers when on the roads and abused by pedestrians on the cycle path. More education and sign posting / segregation would be useful.
more bridges
More drop kerbs for mobility scooters.
as previous
This section is too narrow and could very easily be widened.
Street lighting and cleaner clearer roads also route signposts
Better lighting and more handrails more benches, if you want to get the less fit people out into the fresh air and to lose weight, these people, like myself(disabled),need places to use toilets, sit down, and in the light. I am disabled, are rarely go out in the dark now, because of my injuries, I'd like to but because there are so few safe places to walk or in my case use my scooter, I'm stuck in my flat.
Mark the routes
More lanes for mobility scooters
More clarity on rights of way through Swansea would be helpful, as it all gets a bit unclear as you leave the cycle path coming from Mumbles and pass County Hall. Cyclists often get shouted at by angry pedestrians and that is to be expected to a degree in shared but even when cycling very safely within the constraints of the Highway Code, they are abused by car drivers when on the roads and abused by pedestrians on the cycle path. More education and sign posting / segregation would be useful.
More bridges

City and County of Swansea ERM Route List						
Scheme Number	Scheme Name	Term	Type	Audit Score	Pass/Fail	Detail
SWA-SE-023	Clydach	ERM	Pedestrian	32	Pass	Town centre route connection retail, residential and education
SWA-SE-024	Ynysforgan	ERM	Pedestrian	38	Pass	Link footway connecting residential, education and leisure centre
SWA-SE-025	Morrison	ERM	Pedestrian	34	Pass	Link footway around retail premises
SWA-SE-026	Morrison	ERM	Pedestrian	35	Pass	Secondary walking route connecting trip attractors
SWA-SE-027	Llansamlet	ERM	Pedestrian	38	Pass	Connects existing routes and retail premises
SWA-SE-028	Trallwn	ERM	Pedestrian	34	Pass	Link footway around school.
SWA-SE-029A	Morfa Link	ERM	Pedestrian	33	Pass	Funnel Route connecting residential to retail across a bridge
SWA-SE-029B	Cefn Hengoed link	ERM	Pedestrian	34	Pass	Connects existing routes to education and retail
SWA-SE-030	Landore	ERM	Pedestrian	39	Pass	Link footway between Morfa and Hafod
SWA-SE-031	St Thomas	ERM	Pedestrian	39	Pass	Funnel route from Parc Tawe to St Thomas
SWA-SE-032	SA1	ERM	Pedestrian	40	Pass	Connector route connecting retail and employment sites
SWA-SE-033	Morfa Distributor Road	ERM	Shared Use	40	Pass	Shared use path completed along Morfa Distributor Road
SWA-SE-034	Ynystawe	ERM	Pedestrian	34	Pass	Connection to school and existing route
SWA-SE-036	Killay	ERM	Pedestrian	36	Pass	Town centre route
SWA-SE-037	Pentrehafod	ERM	Pedestrian	35	Pass	Funnel route to school
SWA-SW-007	Gorseinon	ERM	Pedestrian	35	Pass	Link footway connection, retail, residential and employment areas
SWA-SW-008	Gowerton	ERM	Pedestrian	34	Pass	Link footway in town centre connecting education, retail and transport
SWA-SW-009	Pontarddulais	ERM	Pedestrian	32	Pass	Link footway connecting to education, retail, health facilities in town centre



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
- Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
- Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
- Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
- Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
- Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
- Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
- Pedestrian zone / Ardal cerdded
- Pedestrian and cycle zone / Ardal cerdded a beicio
- Road without footway / Ffordd heb droedffordd
- Line end points / Pwyntiau diwedd llinell

- Built-up Areas / Ardaloedd Adeiledig
- Admin Areas / Ardaloedd Gweinyddol



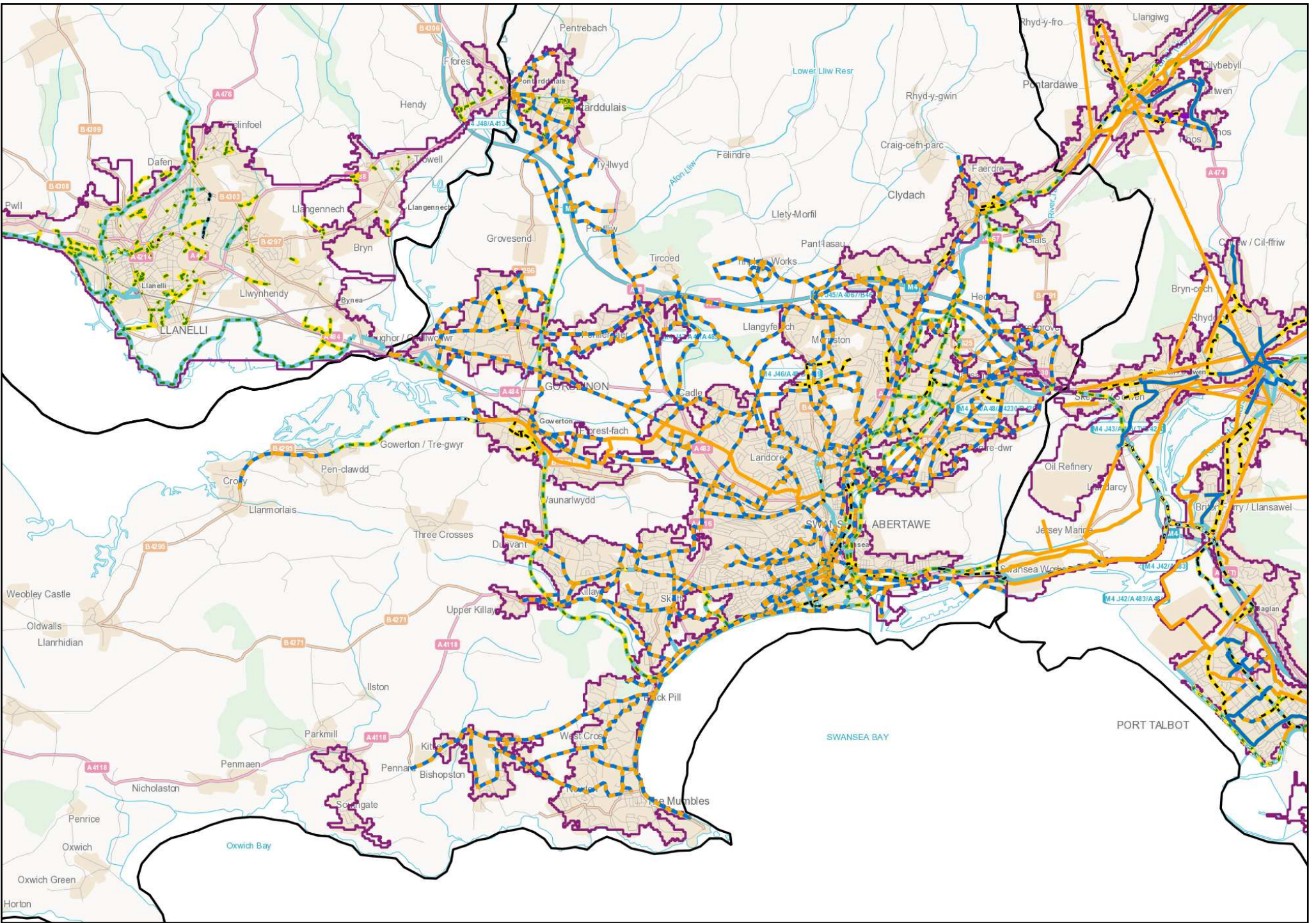
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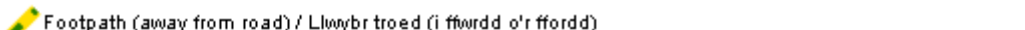

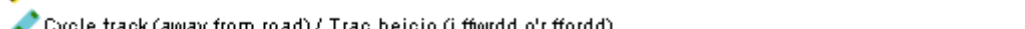
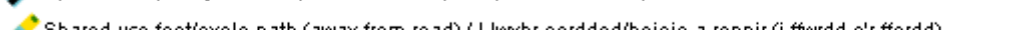
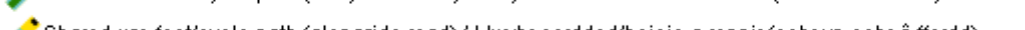
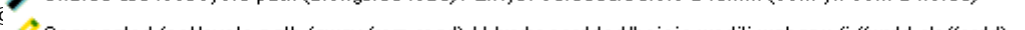
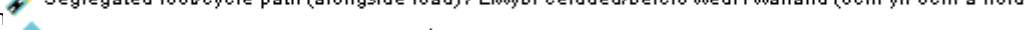
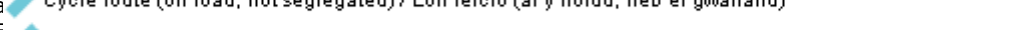
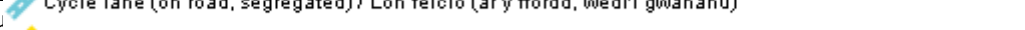

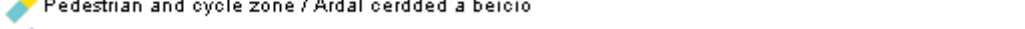

City and County of Swansea Route List				
Scheme Number	Scheme Name	Term	Type	Detail
SWA-ST0001	NCN4-011 Gowerton to Loughor SWA-NCN4-013B Gowerton to Loughor	Short Term	Cycling	Changes to failed ERM Route - On road - Reduce vehicle speeds or separate cyclist and vehicle flows Changes to failed ERM Route - Off road - route width needs to be increased. Add on road cycle lane
SWA-ST0002	Gowerton Station Link	Short Term	Shared Use	Proposed shared use route. The route runs through Yr Hen Gorlan is partially shared use path and would provide a better link than using Station Road.
SWA-ST0003	Brynwhilach	Short Term	Shared Use	Proposed shared use path not currently open but will be completed shortly
SWA-ST0008	Llansamlet	Short Term	Shared Use	Proposed shared use path - signage improvements. On road for small section by Church Road. Connecting existing and proposed routes
SWA-ST0009	Upper Bank Trail	Short Term	Shared Use	Proposed upgrade of footway to shared use to connect to Upper Bank Trail along Nantong Way
SWA-ST0010	Llansamlet	Short Term	Shared Use	Proposed shared use path. Link along Siemens Way and off road around lake.
SWA-ST0011	Neath Road / Prince of Wales Road links	Short Term	Shared Use	Proposed Shared Use sections to link to ERM along Neath Road and Prince of Wales Road
SWA-ST0012	Swansea Centre	Short Term	Shared Use	Proposed shared use provision between Cradock Street and Christina Street. Proposed shared use path along Orchard Street. Link to Marina
SWA-ST0013	Singleton Park Link Brynmill	Short Term	Shared Use	Proposed shared use path to link through Singleton Park to Brynmill
SWA-ST0014	Morrleston Hospital links	Short Term	Shared Use	Morrleston to Morrleston Hospital links Proposed shared use path along Chemical Road
SWA-ST0015	Fabian Way	Short Term	Shared Use	ERM upgrade - Maintain vegetation along link. Some uneven surfacing
SWA-ST0016	Kingsbridge Link	Short Term	Shared Use	Kingsbridge link Proposed shared use path Gowerton to Gorseinon
SWA-ST0017	Swansea Bay	Short Term	Shared Use	Improved Segregation along Swansea Bay shared use path
SWA-ST0018	Gowerton	Short Term	Cycling	Improve lining and signing
SWA-MT0002	Loughor to Penyrheol	Medium Term	Shared Use	Loughor to Penyrheol Proposed shared use path
SWA-MT0003	Gowerton	Aspirational Corridor	Shared Use	North Gower Trail Missing link - proposed shared use path between Gowerton, connecting to existing shared use to Penclawdd
SWA-MT0004	Pontarddulais Links	Medium Term	Shared Use	Proposed shared use path connecting Pontarddulais
SWA-MT0006	Penllergaer to Valley Wood	Medium Term	Shared Use	Proposed shared use path from Penllergaer to Valley Wood
SWA-MT0010	Cockett to Gendros	Medium Term	Shared Use	Proposed shared use path along Cockett Road
SWA-MT0011	Llangyfelach	Medium Term	Shared Use	Proposed shared use path along Swansea Road
SWA-MT0012	Clase to Landore	Medium Term	Shared Use	Proposed shared use path connecting communities of Clase, Mynydd Garn-Lwyd and Landore
SWA-MT0013	Landore / Brynhyfryd	Medium Term	Shared Use	Proposed shared use path connecting Landore and Brynhyfryd
SWA-MT0015	Clydach / Glais	Medium Term	Shared Use	Proposed shared use paths connecting Clydach and Glais to Vardre Rd
SWA-MT0016	Ynystawe	Medium Term	Shared Use	Proposed shared use path as an alternative to Clydach Road. Connecting ERM
SWA-MT0017	Ynysforgan to Morrleston Link	Medium Term	Shared Use	Proposed shared use path adjacent to Neath Road connecting Ynysforgan to Morrleston
SWA-MT0018	Morrleston to Llansamlet	Medium Term	Shared Use	Morrleston to Llansamlet Proposed shared use path
SWA-MT0019	Birchgrove / Llansamlet	Medium Term	Shared Use	Birchgrove to Llansamlet and Tregof Village links Proposed shared use path
SWA-MT0020	Llansamlet	Medium Term	Shared Use	Proposed shared use path. Off road connection to avoid A48
SWA-MT0021	Trallwyn / Winchwen	Medium Term	Shared Use	Proposed shared use path connecting Trallwyn and Winchwen
SWA-MT0022	Tidal Lagoon Links	Medium Term	Shared Use	Proposed shared use paths around SA1.
SWA-MT0023	Swansea Centre	Medium Term	Shared Use	Current Cycle - Proposed shared use path through Swansea Centre
SWA-MT0024	Swansea Centre / Kingsway	Medium Term	Shared Use	Proposed shared use paths through centre of Swansea and along Kingsway
SWA-MT0025	Mount Pleasant / Uplands Links	Medium Term	Shared Use	Proposed shared use path along Sketty Road and Mount Pleasant Road
SWA-MT0026	Sketty / Olchfa	Medium Term	Shared Use	Proposed shared use path from Sketty Lane linking to Olchfa
SWA-MT0027	Black Pill	Medium Term	Shared Use	Proposed shared use path from Mumbles Road to Black Pill
SWA-MT0028	Newton`	Medium Term	Shared Use	Mumbles to Mansfield Proposed shared use path
SWA-MT0029	Dunvant	Medium Term	Cycling	Proposed cycle route connecting to ERM
SWA-MT0030	Waunarlwydd	Medium Term	Cycling	Proposed cycle route between Gowerton and Waunarlwydd
SWA-MT0031	Cwmbrala to Fforestfach	Medium Term	Cycling	Proposed cycle route between Cwmbrala and Fforestfach
SWA-MT0032	Clydach	Medium Term	Shared Use	Proposed shared use path - resurfacing required
SWA-MT0033	Pentrehafod	Medium Term	Shared Use	Shared use past Pentrehafod School
SWA-AS0001	Penclawdd link	Aspirational Corridor	Shared Use	Missing link - proposed shared use path between Crofty and Penclawdd
SWA-AS0003	Loughor Link	Aspirational Corridor	Shared Use	Proposed shared use path between Loughor and Swansea Road
SWA-AS0004	Gorseinon North Residential Link	Aspirational Corridor	Shared Use	Gorseinon North Residential Link - Proposed shared use path
SWA-AS0005	Loughor / Gorseinon	Aspirational Corridor	Shared Use	Gorseinon to Loughor Proposed shared use path
SWA-AS0006	Gorseinon to Penllergaer	Aspirational Corridor	Shared Use	Gorseinon to Penllergaer Proposed shared use path
SWA-AS0007	Pontarddulais Links	Aspirational Corridor	Shared Use	Pontarddulais residential links Proposed shared use path
SWA-AS0008	Penllergaer to Pontlliw	Aspirational Corridor	Shared Use	Penllergaer to Pontlliw Proposed shared use path
SWA-AS0009	Bryngwyn Fields	Aspirational Corridor	Shared Use	Bryngwyn Fields Proposed shared use path linking to Gorseinon Garden Village and Gorseinon
SWA-AS0010	Penllergaer SUP Link	Aspirational Corridor	Shared Use	Penllergaer SUP Link Proposed shared use path
SWA-AS0011	Parc Mawr, Penllergaer	Aspirational Corridor	Shared Use	Parc Mawr Link Proposed shared use path


SWA-AS0012	Wauanrlwydd Development	Aspirational Corridor	Shared Use	Wauanrlwydd Development North and South Phases 1 and 2 Proposed shared use path
SWA-AS0013	Wauanrlwydd to Gowerton	Aspirational Corridor	Shared Use	Gowerton to Wauanrlwydd proposed shared use path
SWA-AS0014	Llangyfelach to Penllergaer	Aspirational Corridor	Shared Use	Llangyfelach to Penllergaer A48 Link Proposed shared use path
SWA-AS0015	Felindre / Bryntwywood Links	Aspirational Corridor	Shared Use	Bryntwywood links / Felindre Sustainable Urban Village Link Proposed shared use path
SWA-AS0016	Llangyfelach to Pant-Lasau	Aspirational Corridor	Shared Use	Morrison Hospital Access Road and Pant-Lasau Farm Development Proposed shared use path
SWA-AS0017	Cadle to Tircoed	Aspirational Corridor	Shared Use	Cadle to Penllergaer and Tircoed Proposed shared use path
SWA-AS0018	Penllergaer Valley Woods	Aspirational Corridor	Shared Use	Penllergaer Valley Wood / Cefn Cadle / Lanmore Homes Links Proposed shared use path
SWA-AS0019	Fforestfach / Port Mead	Aspirational Corridor	Shared Use	Wauanrlwydd / Fforestfach / Port Mead links Proposed shared use path
SWA-AS0020	Manselton / Penlan	Aspirational Corridor	Shared Use	Manselton / Penlan Proposed shared use path
SWA-AS0021	Plasmal / Old Neath Road	Aspirational Corridor	Shared Use	Llandore / Plasmal Links and Old Neath Road proposed shared use path
SWA-AS0022	Morrison / Llansamlet	Aspirational Corridor	Shared Use	Morrison to Llansamlet link Proposed shared use path
SWA-AS0023	Clydach	Aspirational Corridor	Shared Use	Clydach links proposed shared use path. Link to NCN 43
SWA-AS0024	Swansea Vale	Aspirational Corridor	Shared Use	Swansea Vale, Cwm-Felin Fach links Proposed shared use path
SWA-AS0025	Birchgrove to Glais	Aspirational Corridor	Shared Use	Glais A4067 to Heol Las Proposed shared use path
SWA-AS0026	Birchgrove / Heol Las	Aspirational Corridor	Shared Use	Provide a continuous route to NCN 43 for people living in Birchgrove, and provide sustainable access to the schools. extending the scheme along Heol Dulais towards Peniel Green and Llansamlet
SWA-AS0027	Peniel Green / Llansamlet	Aspirational Corridor	Shared Use	Peniel Green Llansamlet Links Proposed shared use path
SWA-AS0028	Upper Bank / Camel Road Links	Aspirational Corridor	Shared Use	Upper Bank / Camel Road Proposed shared use path
SWA-AS0029	Tawe Riverside Links	Aspirational Corridor	Shared Use	Morfa Distributor Road and Tawe Riverside links Proposed shared use path
SWA-AS0030	Swansea Station links	Aspirational Corridor	Shared Use	Swansea Station links Proposed shared use path. Include additional secure cycle parking. New Cut Road improve traffic light timing for cyclists
SWA-AS0031	Swansea Centre	Aspirational Corridor	Shared Use	Swansea centre Proposed shared use path. Include additional secure cycle parking
SWA-AS0032	Tidal Lagoon Links	Aspirational Corridor	Shared Use	Aspirational Shared Use Tidal Lagoon links
SWA-AS0034	Tidal Lagoon Links	Aspirational Corridor	Shared Use	Tidal Lagoon Links Proposed shared use path
SWA-AS0036	Clyne Common	Aspirational Corridor	Shared Use	Provide off road link Mumbles to Bishopston across Clyne Common - proposed shared use path
SWA-AS0037	Clyne Valley / Sketty	Aspirational Corridor	Shared Use	Clyne Valley / Sketty links Proposed shared use path including a cycle lane/provision to get from the cycle path into the university
SWA-AS0038	Killay links	Aspirational Corridor	Shared Use	Sketty / Killay links Proposed shared use path
SWA-AS0039	Llansamlet	Aspirational Corridor	Shared Use	Llansamlet Links proposed shared use paths. Proposed shared use alongside the road from the junction of the A4067 and A48 Clase Road, eastwards to Peniel Green Road and ultimately the junction with Gwernllwynchwyth Road / A48 Peniel Green Road and Frederick Place
SWA-AS0040	SA1 / Fabian Way	Aspirational Corridor	Shared Use	Crossing at end of cycle path at river to SA1
SWA-AS0041	Parc Brynheulog	Aspirational Corridor	Shared Use	Route from Parc Brynheulog along Ynysallan Road
SWA-AS0042	West Cross to Murton	Aspirational Corridor	Shared Use	Mayals Road, West Cross, Murton links
SWA-AS0043	Bishopston to Pyle	Aspirational Corridor	Shared Use	Bishopston proposed shared use route to Pyle
SWA-AS0045	Bishopston / Kittle / Pennard	Aspirational Corridor	Shared Use	Continue shared use path from Bishopston into Kittle and Pennard
SWA-AS0046	Gorseinon Garden Village to Llansamlet	Aspirational Corridor	Shared Use	More direct route between Garden Village to Llansamlet along B4620
SWA-AS0047	Gorseinon Garden Village to Loughor	Aspirational Corridor	Shared Use	Route from Loughor - Glebe Road, along Loughor Road to Kingsbridge and connecting to Gorseinon
SWA-AS0048	Penryheol / Sketty	Aspirational Corridor	Shared Use	Top of Pastoral Way, Tycoch through 2 fields downhill to Hendrefoilan Road. Connections to Gower Road and Cockett
SWA-AS0049	Mumbles	Aspirational Corridor	Shared Use	Changes to ERM - Route Widening and resurfacing - ERM Blackpill to Sketty Lane section
SWA-AS0050	Winchwen / Trallwn	Aspirational Corridor	Shared Use	Shared use route along Cefn Hengoed Road connecting Bon-y-Maen and Carmel Rd to back entrance of school. Route from St Thomas to school.
SWA-AS0053	Morrison Hospital links	Aspirational Corridor	Shared Use	Alternative shared use path connections to Morrison Hospital via Llanian-Wen
SWA-AS0054	Clase to Llangyfelach	Aspirational Corridor	Shared Use	Clase to Llangyfelach links proposed shared use path
SWA-AS0055	Town Hill / Mayhill links	Aspirational Corridor	Shared Use	Town Hill / Mayhill links proposed shared use path
SWA-AS0056	Cwmbra to Cockett	Aspirational Corridor	Shared Use	Cwmbra to Cockett proposed shared use path
SWA-AS0057	Siemens Way	Aspirational Corridor	Shared Use	Siemens Way to Llansamlet connection proposed shared use path
SWA-AS0058	Cadle to Penllergaer	Aspirational Corridor	Shared Use	Cadle to Penllergaer proposed shared use path




Legend / Eglurhad


Active Travel Routes / Llwybrau Teithio Llesol


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-  Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
-  Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
-  Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
-  Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
-  Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
-  Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
-  Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
-  Pedestrian zone / Ardal cerdded
-  Pedestrian and cycle zone / Ardal cerdded a beicio
-  Road without footway / Ffordd heb droedffordd
-  Line end points / Pwyntiau diwedd llinell


 Integrated Network Walking

 Integrated Network Walking


 Integrated Network Cycling

 Integrated Network Cycling

 Integrated Network Shared Use

 Integrated Network Shared Use

 Built-up Areas / Ardaloedd Adeiledig

 Admin Areas / Ardaloedd Gweinyddol

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Castle & Uplands Ward Councillors

Please ask for: Councillor Mark Thomas

Direct Line: 01792 63 6926

E-Mail: cllr.mark.thomas@swansea.gov.uk

BY EMAIL

Our Ref: MT/HS

Your Ref:

Date: 27 September 2020

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St. Helens Link (Castle Ward and Uplands Ward)

At 0.59km, this small section of shared use path will provide a key link from the existing active travel route along the foreshore (National Cycle Network Route 4) to the Guildhall, a major employment centre and the Crown Court.

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

Aelod Y Cabinet Dros Gwella'r Amgylchedd a Rheoli Isadeiledd/ Cynghorydd dros Penclawdd

Cabinet Member for Environment Enhancement & Infrastructure Management/
Penclawdd Ward Councillor

01792 63 6926

Castle Ward Councillors

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City Centre Links

Swansea Central Bridge (Castle Ward)

A 50% contribution towards the cost of the new bridge connecting the new Indoor Arena with the retail core has been secured, which will offer both pedestrians and cyclists a grade separated crossing over Oystermouth Road as part of the ongoing regeneration programme.

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

Aelod Y Cabinet Dros Gwella'r Amgylchedd a Rheoli Isadeiledd/ Cynghorydd dros Penclawdd

Cabinet Member for Environment Enhancement & Infrastructure Management/

Penclawdd Ward Councillor

01792 63 6926

Mayals & West Cross Ward Councillors

Please ask for: Councillor Mark Thomas

Direct Line: 01792 63 6926

E-Mail: cllr.mark.thomas@swansea.gov.uk

BY EMAIL

Our Ref: MT/HS

Your Ref:

Date: 27 September 2020

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Mayals Network Links

Mayals Road Link (Mayals Ward and West Cross Ward)

The Mayals Road Link will deliver a route measuring 1.6km, which will principally provide connectivity and access for those living in Mayals and West Cross, a population of 9,124 people.

Whilst the route will provide a particular benefit to these communities, by linking to the popular Swansea foreshore shared use path, it is of greater importance in also facilitating a wider strategic route for South Gower.

It is proposed that this enhancement take the form of an on-road hybrid cycle track, which will maintain priority through the side roads leading on to Mayals Road and past the adjacent bus stops.

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

Aelod Y Cabinet Dros Gwella'r Amgylchedd a Rheoli Isadeiledd/ Cynghorydd dros Penclawdd

Cabinet Member for Environment Enhancement & Infrastructure Management/
Penclawdd Ward Councillor

01792 63 6926

Sketty Ward Councillors

Please ask for: Councillor Mark Thomas

Direct Line: 01792 63 6926

E-Mail: cllr.mark.thomas@swansea.gov.uk

BY EMAIL

Our Ref: MT/HS

Your Ref:

Date: 27 September 2020

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Sketty Park Links (Sketty Ward)

This project will complement the improvements made to provide shared use paths in Singleton Park during 2018/19, and facilitate onward links through the Sketty Park Estate to link with Olchfa Comprehensive School and Bishop Gore Comprehensive School. The project will see 2km of shared use paths constructed adjacent to Sketty Park Road, Sketty Park Drive and Park Way, and provide enhanced connectivity into the active travel networks serving the city.

-

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

Aelod Y Cabinet Dros Gwella'r Amgylchedd a Rheoli Isadeiledd/ Cynghorydd dros Penclawdd

Cabinet Member for Environment Enhancement & Infrastructure Management/

Penclawdd Ward Councillor

01792 63 6926

**Sketty, Killay South & Mayals Ward
Councillors**

Please ask for: Councillor Mark Thomas
Direct Line: 01792 63 6926
E-Mail: cllr.mark.thomas@swansea.gov.uk
Our Ref: MT/HS
Your Ref:
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Olchfa Link (Sketty Ward, Killay South Ward and Mayals Ward)

The construction of Olchfa Link will open and enable access for a large area of Killay to National Cycle Network Route 43, providing off-road traffic-free access to a number of destinations including the city centre. The 2.5km shared use path will serve to provide an alternative route for pedestrians and cyclists, to take them away from the congested Gower Road corridor.

Olchfa Link will also provide an alternative walking route to school for pupils attending Olchfa Comprehensive School which has 1,900 pupils on roll.

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

Aelod Y Cabinet Dros Gwella'r Amgylchedd a Rheoli Isadeiledd/ Cynghorydd dros Penclawdd

Cabinet Member for Environment Enhancement & Infrastructure Management/
Penclawdd Ward Councillor

01792 63 6926

Townhill & Uplands Ward Councillors

BY EMAIL

Please ask for: Councillor Mark Thomas
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Townhill Road (Townhill Ward and Uplands Ward)

This 1.21km route will provide an important link between the residents of Townhill and the Townhill Northern Link (also known as The Ravine), enabling Active Travel journeys through the centre of Townhill. This connecting link will provide a spinal route for the Townhill Community as well as providing improving access and active travel choices for those travelling to the local primary school, Townhill Community School and local amenities. With links at both the north and south end of the route due to be completed in the same financial year, the opportunity for active travel both within, and beyond the community will be greatly improved, from that of the current provision.

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

Aelod Y Cabinet Dros Gwella'r Amgylchedd a Rheoli Isadeiledd/ Cynghorydd dros Penclawdd

Cabinet Member for Environment Enhancement & Infrastructure Management/

Penclawdd Ward Councillor

01792 63 6926

Townhill Ward Councillors

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The Ravine (Townhill Ward)

This link will provide a new walking and cycling link between Carmarthen Road and Townhill Road. This route will intersect with the recently constructed Gors Avenue shared use path, and a route also due to be constructed this year along Townhill Road.

A major proportion of this route will provide access to the communities at the highest point of Townhill, providing good quality walking and cycling infrastructure to enable otherwise difficult journeys with the challenging topography that is present in this area.

Switchbacks will be created through the middle section of this route to alleviate the steep incline that is only accessed through the use of steps at present to provide an accessible route for both pedestrians and cyclists.

-

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

Aelod Y Cabinet Dros Gwella'r Amgylchedd a Rheoli Isadeiledd/ Cynghorydd dros Penclawdd

Cabinet Member for Environment Enhancement & Infrastructure Management/
Penclawdd Ward Councillor

01792 63 6926

From: Robbie Meredith
Sent: 08 September 2020 14:27
To: Mike Day (Councillor); Steve Gallagher (Councillor); David Helliwell (Councillor); Peter Jones (Councillor); Cheryl Philpott (Councillor)
Cc: Mark Thomas (Councillor); Stuart Davies; Mark Thomas; Ben George; David Hughes
Subject: Active Travel 20 / 21 - Sketty Park Links
Attachments: R530_SKT_100_06-09.pdf

Dear Councillors,

Active Travel – Sketty Park Links

With reference to the above, the Highway Improvements Group have secured Welsh Government funding for the design and construction of improved Active Travel facilities within the Sketty Park area.

As part of successful funding, The Welsh Government seeks to enable more people to walk, cycle and generally travel by more active methods, so that:

- more people can experience the health benefits of active travel;
- we reduce our greenhouse gas emissions;
- we help address poverty and disadvantage, and;
- we help our economy to grow by unlocking sustainable economic growth.

The proposed scheme will involve improvements to the southern footway on Sketty Park Drive and the western footway on Park Way. This will provide an improved, accessible connection between Singleton Park and the Sketty Park area, linking to existing facilities on Gower Road.

Please see attached PDF of the General Arrangement for information.

This scheme, as was previously communicated to you, has been designed to facilitate Active Travel in the area, linking to other schemes as part of the Integrated Network Map.

The works will involve widening the existing footway in accordance with Active Travel Design Guidance, along with upgrading existing pedestrian crossings to Toucan crossings and improved signage and lighting.

The scheme will identify requirements for liaison and investment in the local community through the promotion of Active Travel education and infrastructure at nearby schools. Once appointed, The Contractor will be encouraged to support the authorities Green Infrastructure Initiative with additional community tree planting. We will be looking to engage with the schools throughout this project by means of pupil awareness and involvement where possible in an effort to encourage the positive impacts that Active Travel can have on the community.

As part of the scheme evaluation we have had the existing trees inspected by the tree services unit who have identified a number of verge trees (mainly mountain ash) that are either dead, dying or severely suppressed, that they recommend for removal; As a consequence and as part of this scheme we will be replacing those trees and planting an additional 16 new trees at locations where opportunities have been identified. Therefore, the scheme will provide a nett gain in terms of green infrastructure.



Most of the proposed trees are in the verge immediately adjacent the highway and are required to be crown raised above passing vehicles and have a predictable growth shape to avoid future conflict, to provide increased biodiversity, seasonal variation of flowering and autumn colouring and so as not to provide conflict to pedestrians, motorists or highway infrastructure including public Lighting and drainage.

All tree species will be agreed by the Parks team for their future maintenance and management.

The completed scheme will provide safe and legible walking and cycling routes in the area, and in particular routes to and from Parkland Primary School and Olchfa Comprehensive School.

We are proposing to Tender for the scheme in the coming weeks.

Safe and appropriate pedestrian and traffic management will be used throughout the duration of the works, which will last approximately 24 weeks, proposed to start in October 2020.

Temporary pedestrian and traffic management operations may be required during the construction period. Every effort will be made to keep disruption to a minimum. Residents in the area will be notified via a letter drop in the coming weeks, closer to the project start date.

Please do not hesitate to contact me if you have any queries regarding the proposals.

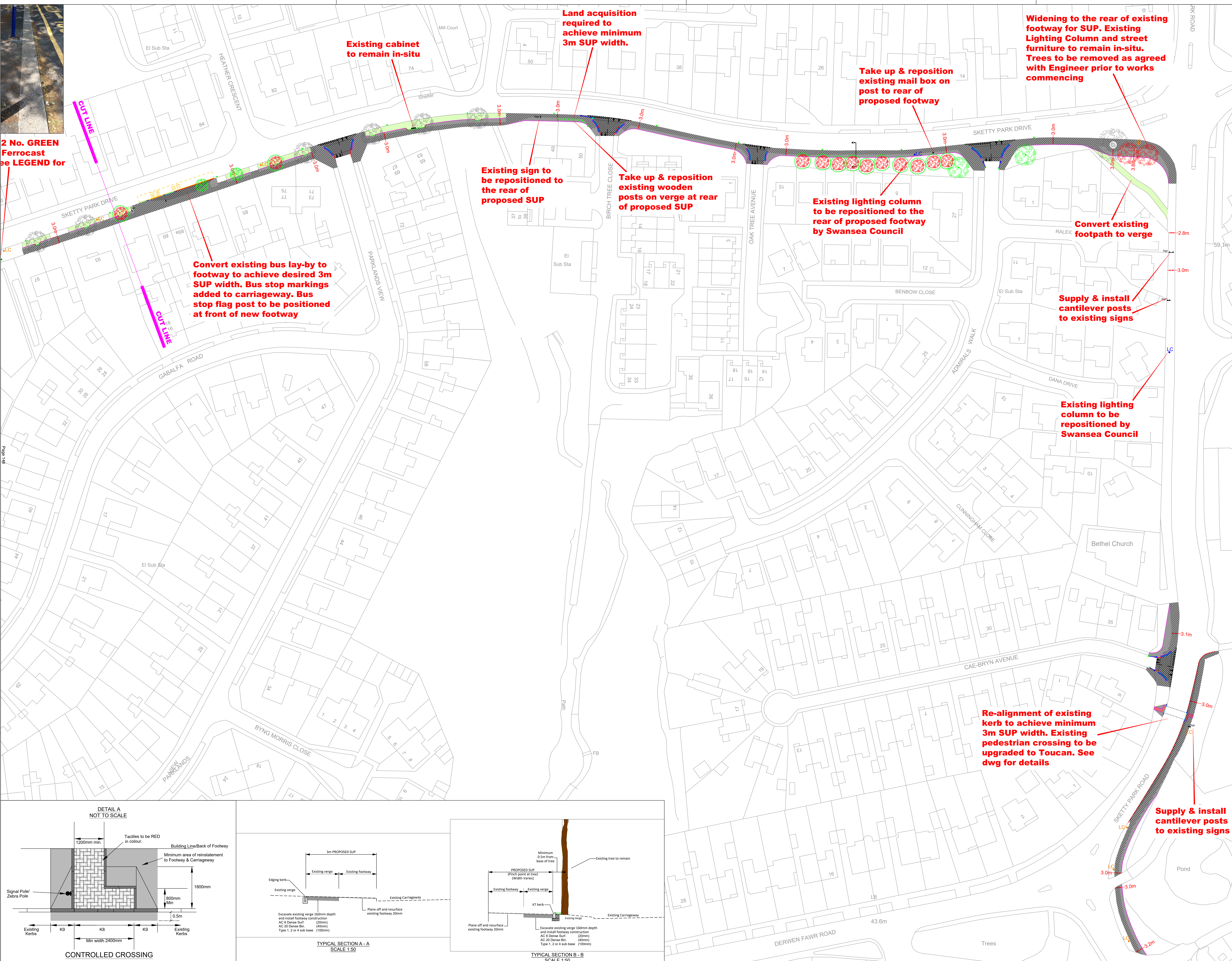
Regards
Robbie Meredith

Robbie Meredith
Uwch Beiriannydd
Senior Engineer

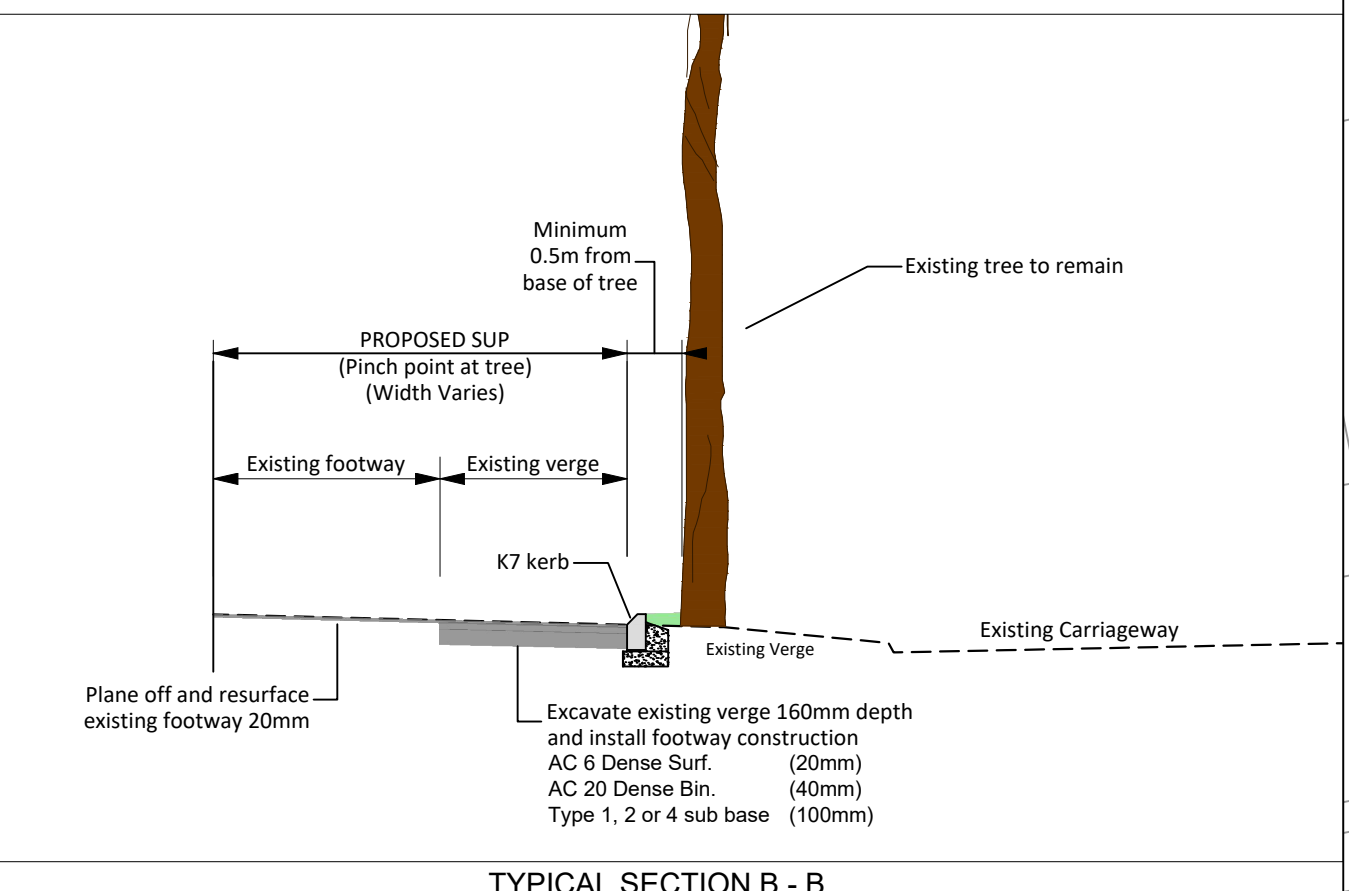
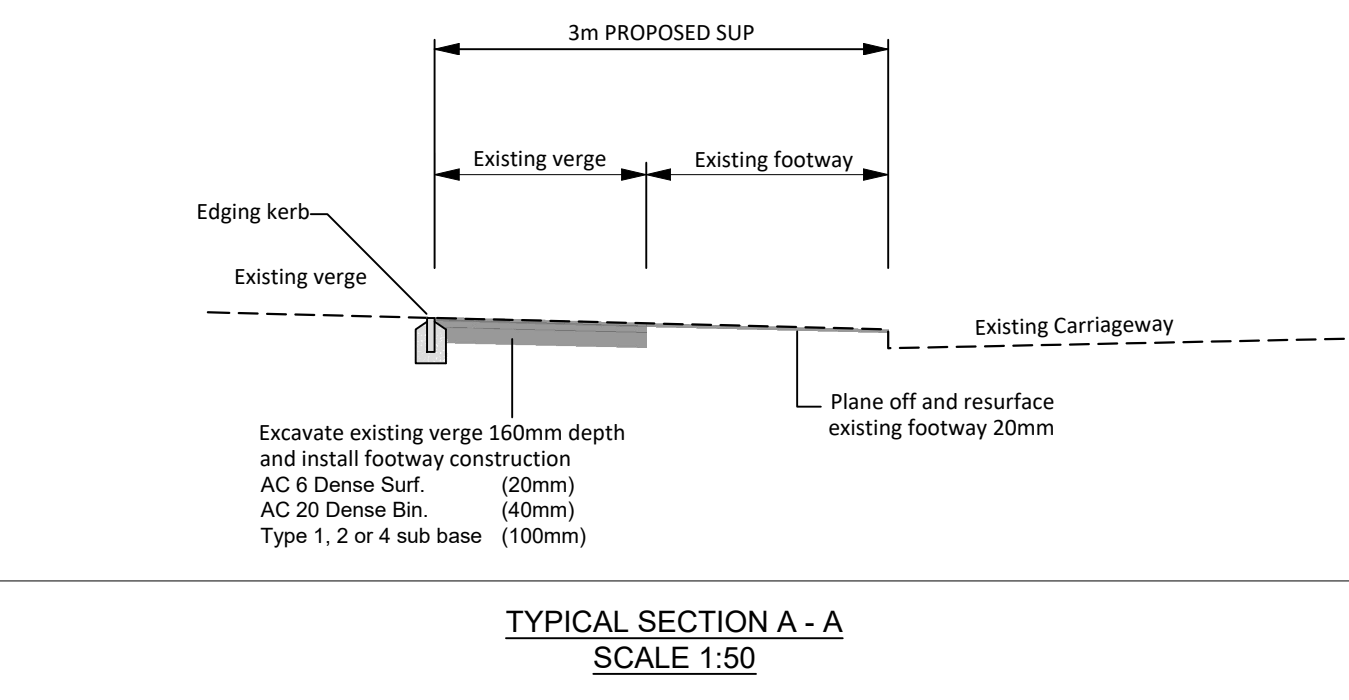
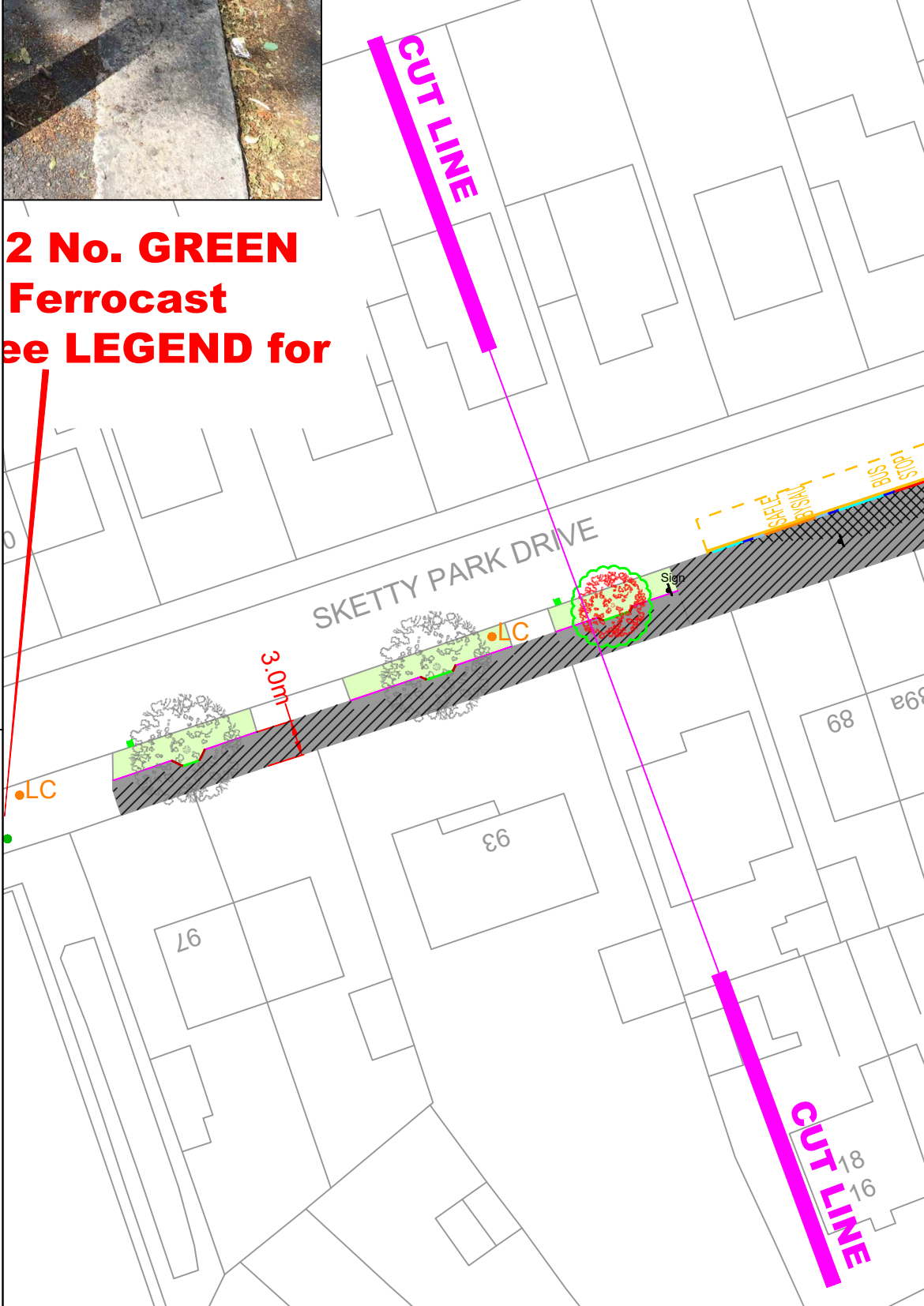
☎ 01792 636229

✉ robbie.meredith@swansea.gov.uk

✉ robbie.meredith@abertawe.gov.uk



2 No. GREEN Ferrocast see LEGEND for



NOTES

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- Any errors or omissions to be reported to the Designer.

LEGEND

Plane existing footway	(20mm)
AC 6 Dense Surf.	(20mm)
Excavate existing AC 6 Dense Surf.	(100mm)
AC 20 Dense Bin.	(40mm)
Type 1, 2 or 4 sub base	(100mm)
AC Dense Surf. Regulating base course	(20-40mm) (100-345mm)
Proposed PCC kerbs, type K1	See detail B or SD_C101
Proposed PCC kerbs, type K8	see detail B or SD_C101
Proposed PCC kerbs, type K9	see detail B or SD_C101
Proposed PCC edging kerbs, type E1	see detail B or SD_C101
Proposed PCC kerbs, 45° splay dropper.	
Proposed BK1 kerbs, see detail B or SD_C121	
Proposed BK1 kerbs, see detail B or SD_C121	
Proposed PCC kerbs, type K7	See detail SD_C101
Existing gully to remain	
Proposed gully connecting drain Group DG1	
Proposed Side Entry Kerb Gully	
Existing gully to be raised.	Take up to tip off site gully cover and frame.
Existing gully to be converted to inspection chamber ICZ with class D400 cover & frame.	
Proposed PIPENCIL FERROCAST bollards 1000mm high with 300mm root. Fully pigmented and finished in GREEN to match Parkland Primary School uniform colour.	
3No. Stainless Steel Cycle Stands	
Existing Lighting Column to be taken down by Swansea Council and set aside for reuse.	
Existing Lighting Column to remain in-situ	
Existing trees to be felled, as agreed with Engineer.	
Proposed Trees	
Existing trees to be felled and replaced with new, as agreed with Engineer.	
Existing trees to remain in-situ	
Blister surface clay tactile pavements 200 x 130mm. Red in colour.	(60mm)
Semi dry 6:1 sand / cement mortar bed.	(30mm)
ST3 concrete.	(75mm)
Type 1 sub base.	(50mm)
Edged with E1 PCC kerbs. See detail A	

Rev **Date** **Details** **Dr** **Ch** **Ap**

TENDR TENDER

Cyngor Abertawe Swansea Council

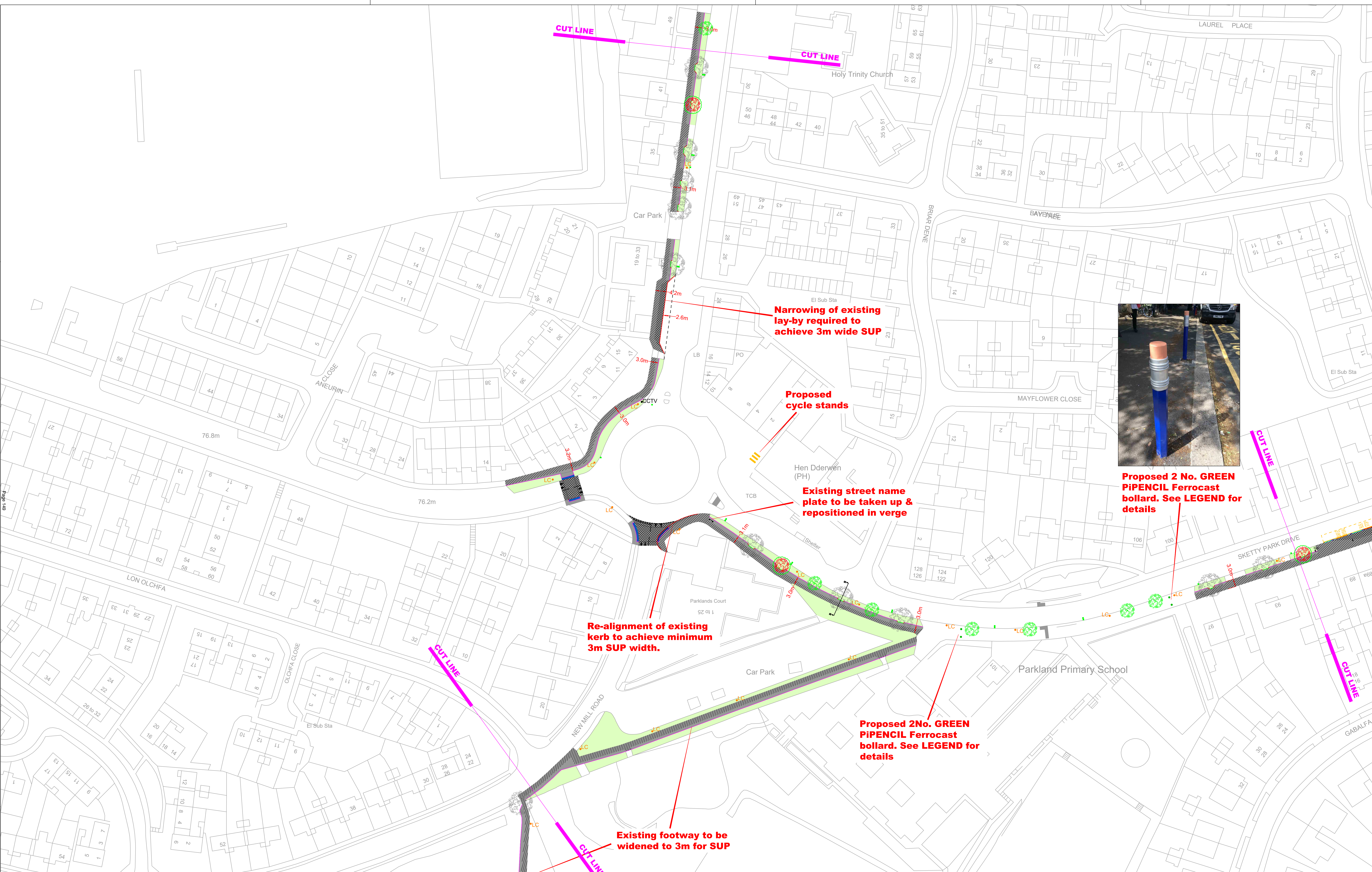
CYFARWYDAETH LLEDDO
DIRECTORATE OF PLACE
STRATEGIC PLANNING, HOUSING, AREA,
HEAD OF HIGHWAYS & TRANSPORTATION

ACTIVE TRAVEL 20 / 21
SKETTY

PROPOSED SHARED USE PATH
GENERAL ARRANGEMENT
SHEET 1 of 4

Drawn by	RPM	Checked	DWH	Approved	MST
Design Date	08/20	Scale	1:500		A0
Rev'd / Updated					
Drawing No	R530_SKT_100_06				

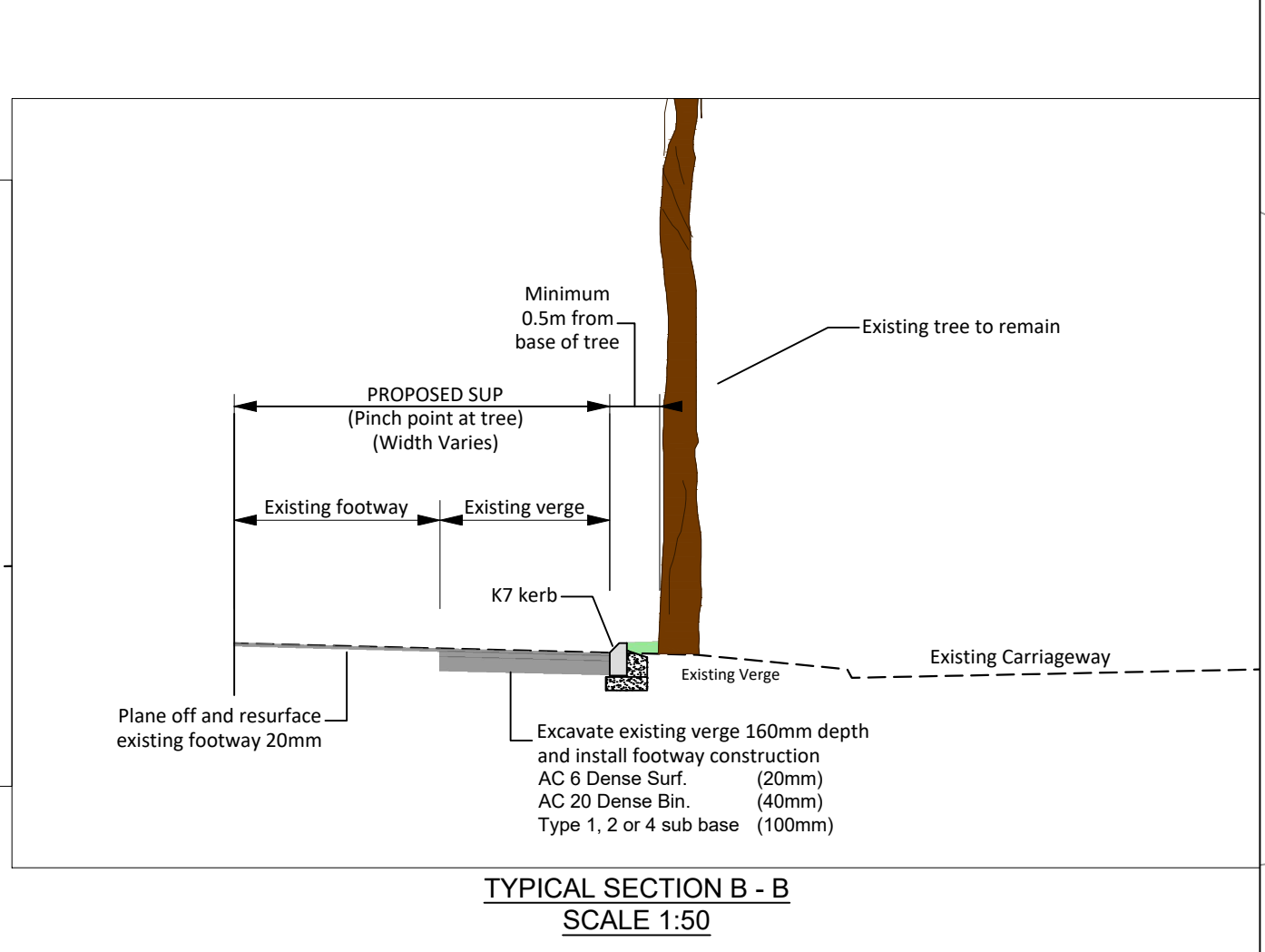
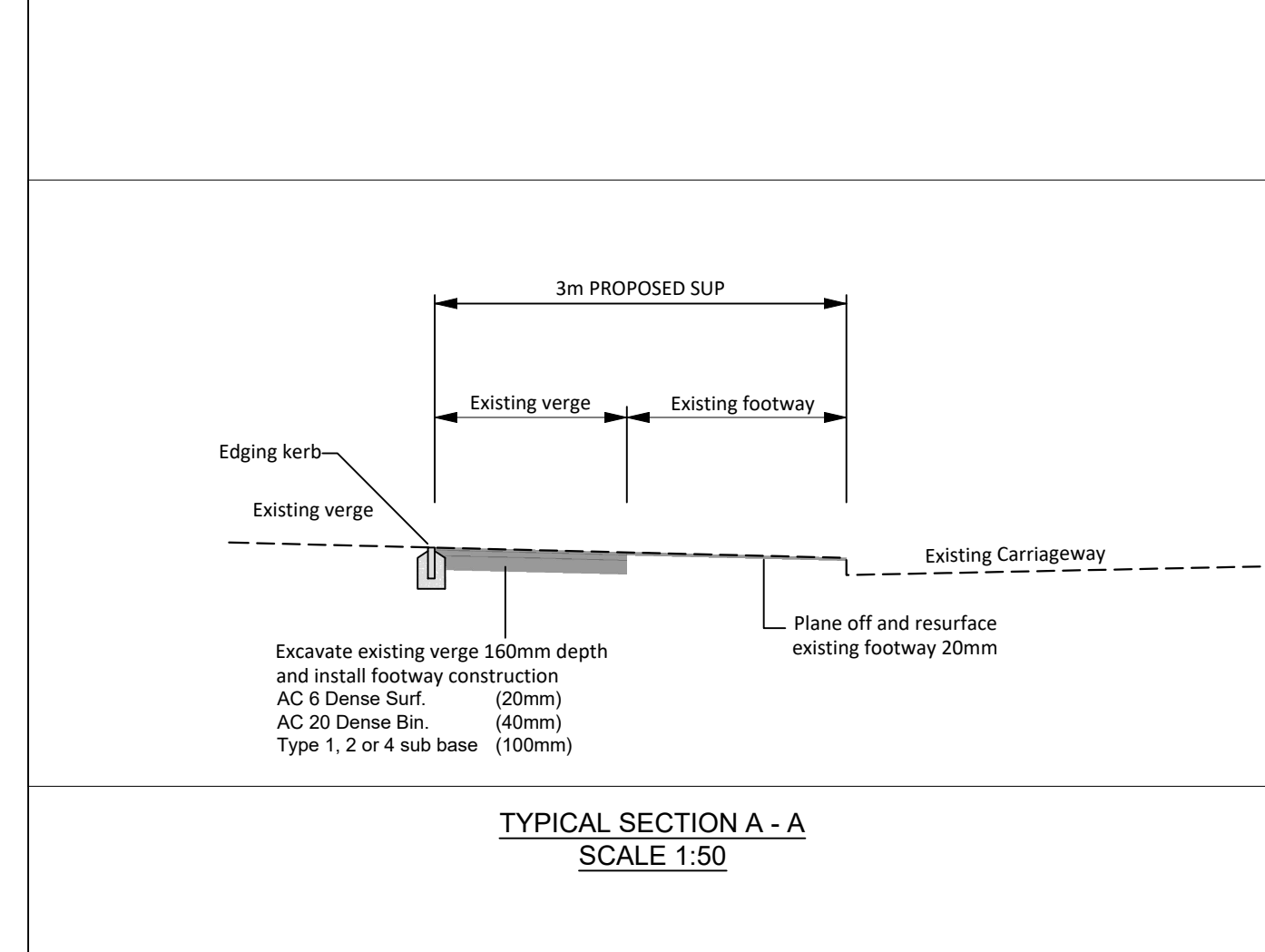
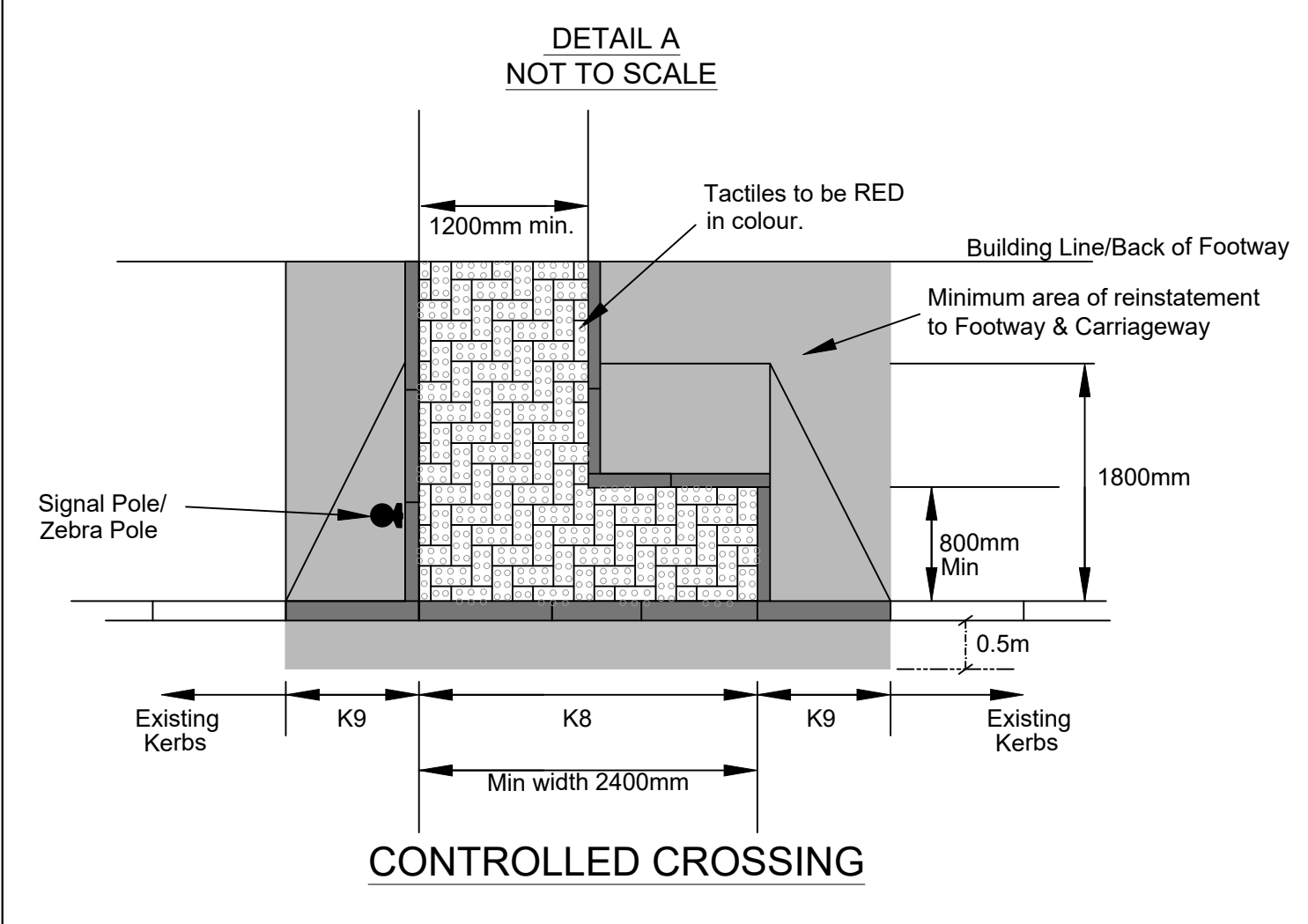
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- LEGEND**
- | | | |
|--|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| | Plane existing footway | (20mm) |
| | AC 6 Dense Surf. | (20mm) |
| | Excavate existing AC 6 Dense Surf. | (160mm) |
| | AC 20 Dense Surf. | (20mm) |
| | AC 20 Dense Bin. | (40mm) |
| | Type 1, 2 or 4 sub base | (100mm) |
| | AC Dense Surf. Regulating base course | (20-40mm) (100-345mm) |
| | Proposed PCC kerbs, type K1 | See detail B or SD_C101 |
| | Proposed PCC kerbs, type K8 | see detail B or SD_C101 |
| | Proposed PCC kerbs, type K9 | see detail B or SD_C101 |
| | Proposed PCC edging kerbs, type E1 | see detail B or SD_C101 |
| | Proposed PCC kerbs, 45° splay dropper. | |
| | Proposed BK1 kerbs, see detail B or SD_C121 | |
| | Proposed BKT1 kerbs, see detail B or SD_C121 | |
| | Proposed PCC kerbs, type K7 | See detail SD_C101 |
| | Existing gully to remain | Proposed gully connecting drain Group DG1 |
| | Proposed Side Entry Kerb Gully | |
| | Existing gully to be raised. | Take up to tip off site gully cover and frame. |
| | Existing gully to be converted to inspection chamber | IC with class D400 cover & frame. |
| | Proposed PIPENCIL FERROCAST bollards | 1000mm high with 300mm root. Fully pigmented and finished in GREEN to match Parkland Primary School uniform colour. |
| | 3No. Stainless Steel Cycle Stands | |
| | Existing Lighting Column to be taken down by Swansea Council and set aside for reuse. | |
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| | Existing trees to remain in-situ | |
| | Blister surface clay tactile pavours | 200 x 130mm. Red in colour. |
| | Semi dry 6:1 sand / cement mortar bed. | (30mm) |
| | ST3 concrete. | (75mm) |
| | Type 1 sub base | (50mm) |
| | Edged with E1 PCC kerbs. See detail A | |



Proposed 2 No. GREEN PIPENCIL Ferrocast bollard. See LEGEND for details



Rev | Date | Details | Dr | Ch | App

TENDR TENDER

Cyngor Abertawe Swansea Council

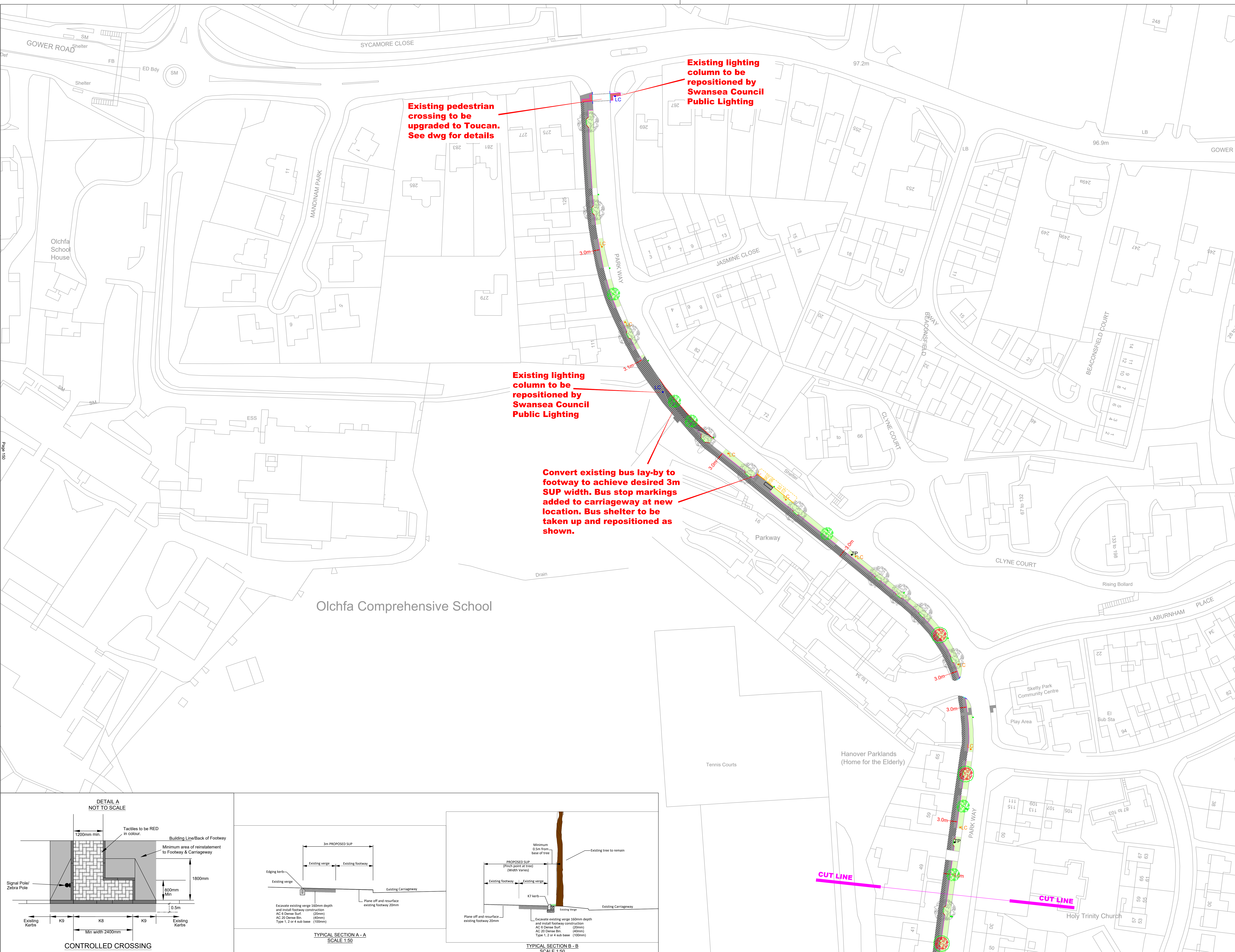
CYFARWYDAETH LLEDEDD
DIRECTORATE OF PLACE
STRATEGIC PLANNING, POLICY, DESIGN, AND
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ACTIVE TRAVEL 20 / 21
SKETTY

PROPOSED SHARED USE PATH
GENERAL ARRANGEMENT
SHEET 2 of 4

Drawn by	SPM	Checked by	DWH	Approved by	MST
Date	08/20	Scale	1:500		A0
Rev / Drawn Drawing No	R530_SKT_100_07				

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LEGEND

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Existing Lighting Column to remain in-situ	
Existing trees to be felled, as agreed with Engineer.	
Proposed Trees	
Existing trees to be felled and replaced with new, as agreed with Engineer.	
Existing trees to remain in-situ	
Blister surface clay tactile pavours 200 x 133mm. Red in colour. (60mm)	
Semi dry 6:1 sand / cement mortar bed. (30mm)	
ST3 concrete. (75mm)	
Type 1 sub base. (50mm)	
Edged with E1 PCC kerbs. See detail A	

Rev **Date** **Details** **Dr** **Ch** **Ap**

TENDR TENDER

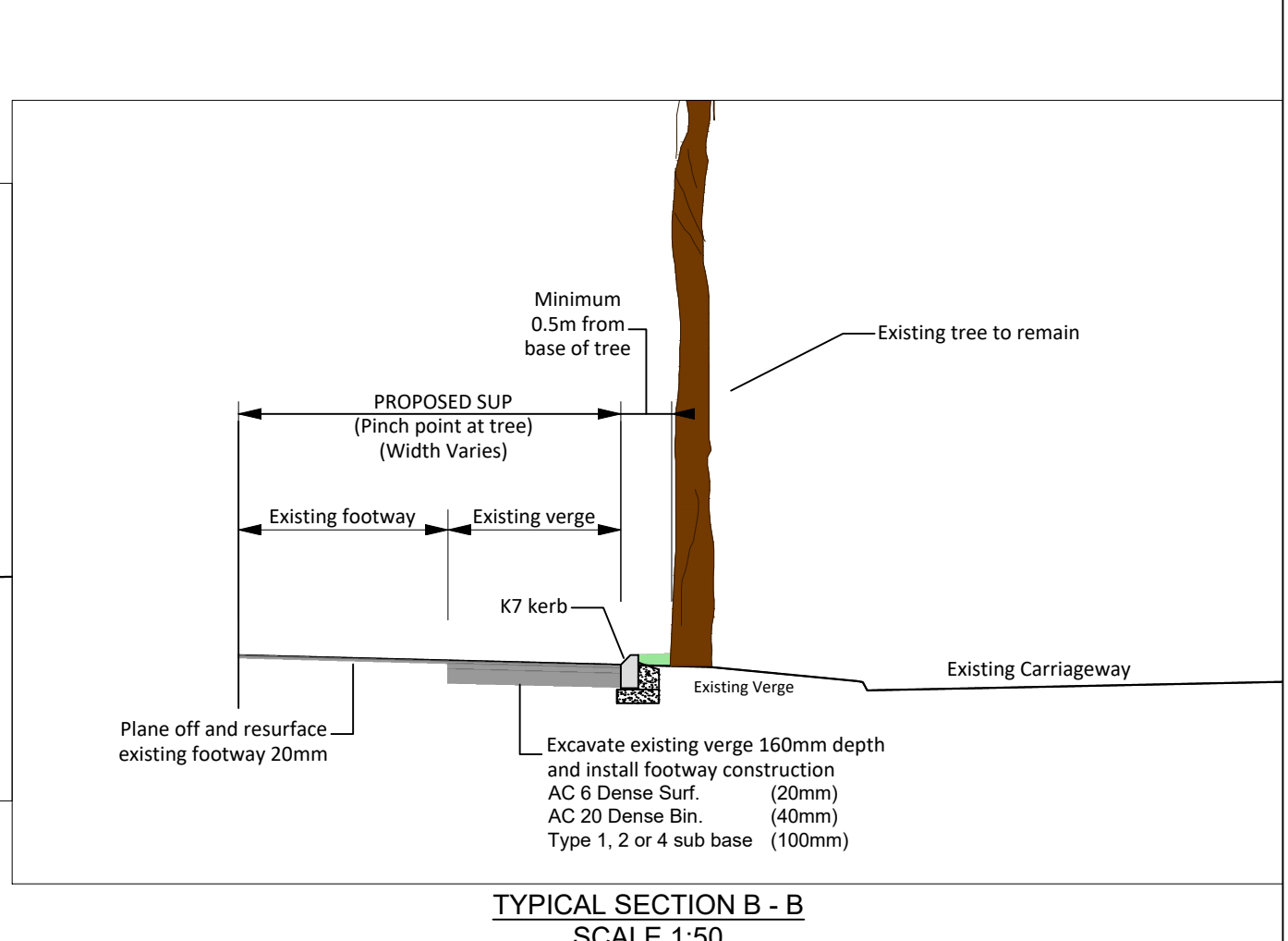
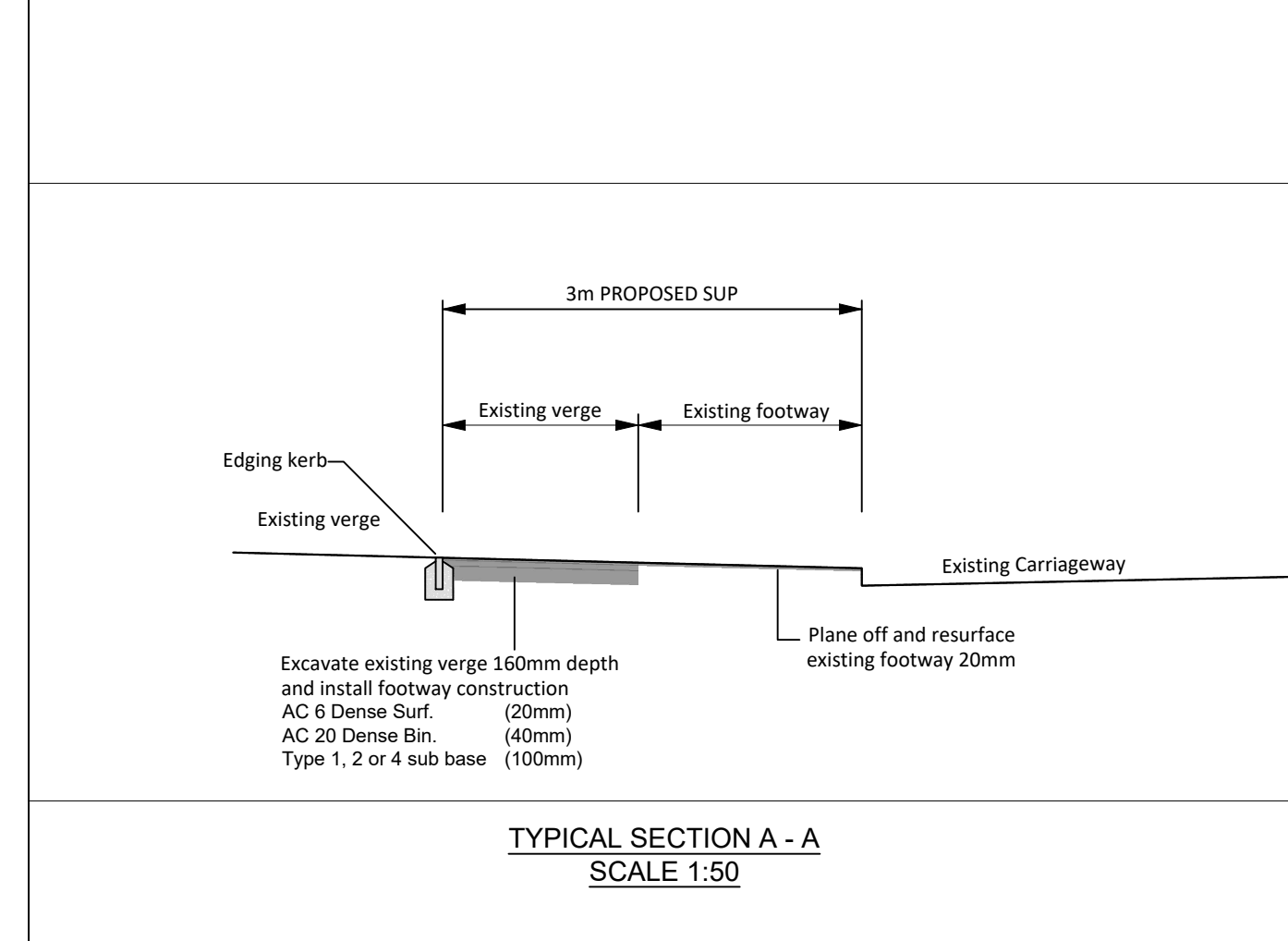
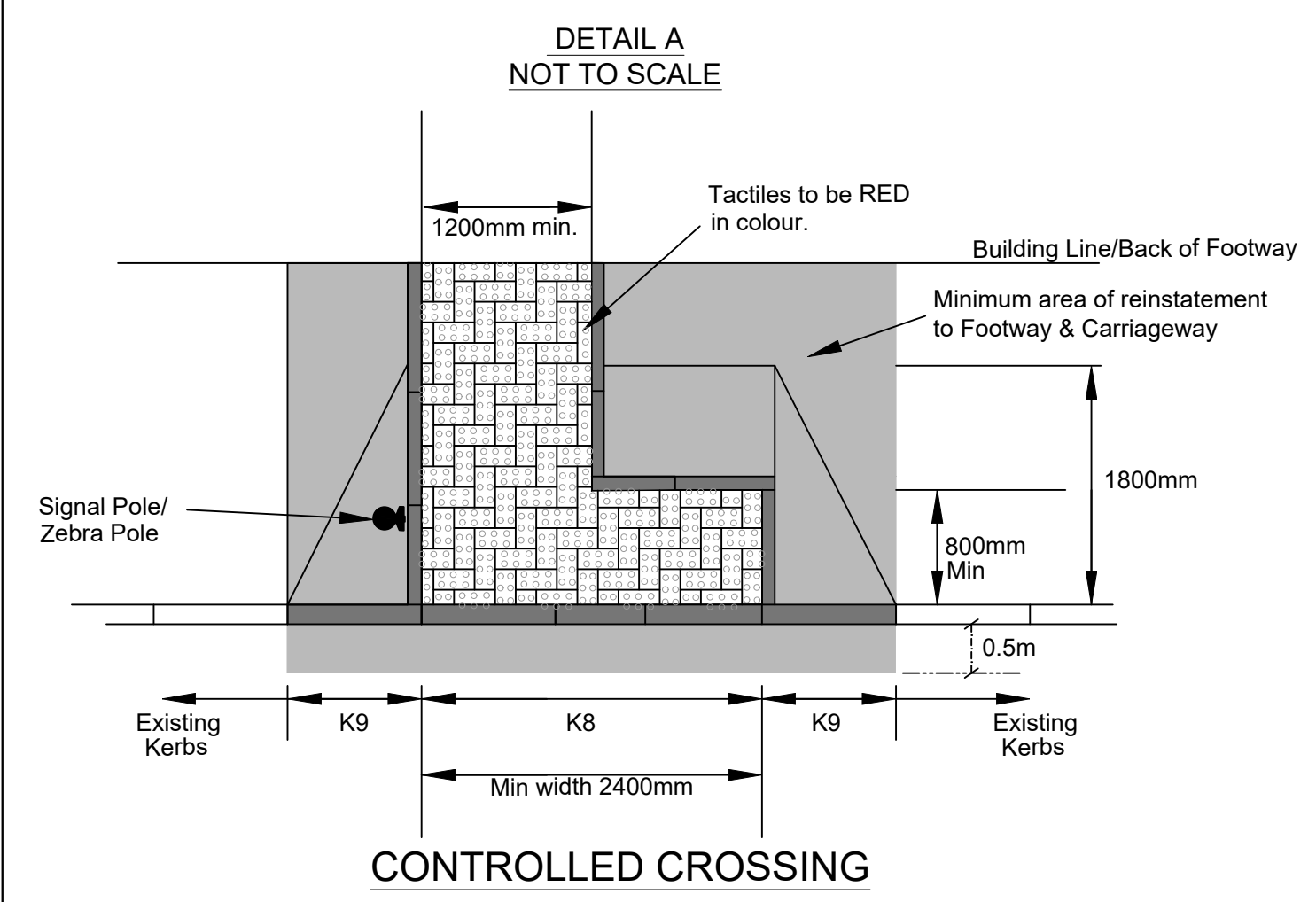
Cyngor Abertawe Swansea Council

CYARWYDDIAETH LLEDEDD
DIRECTORATE OF PLACE
STRATEGIC PLANNING, POLICY, DESIGN, APPRAISAL,
LEADERSHIP OF HIGHWAYS & TRANSPORTATION

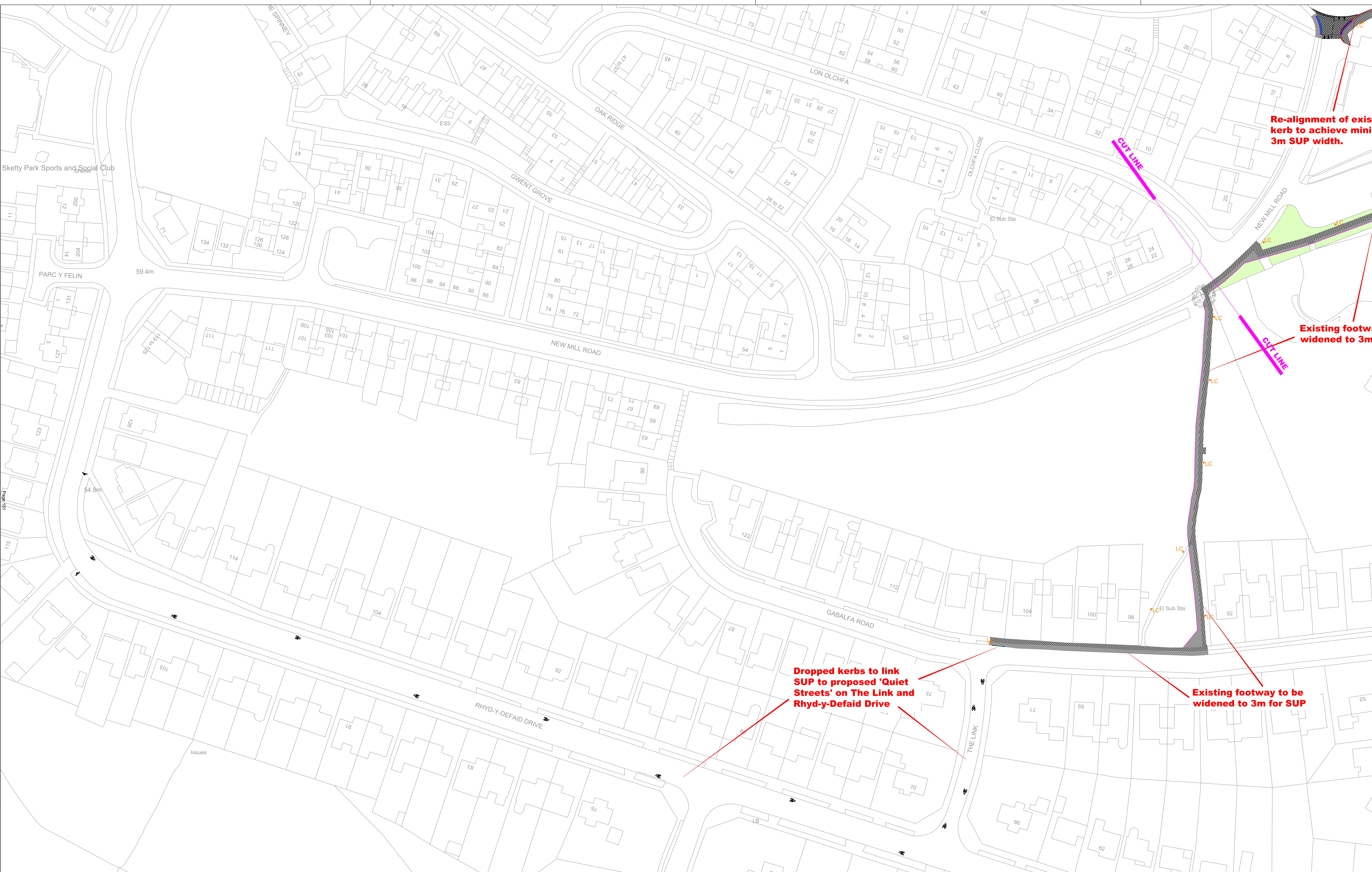
ACTIVE TRAVEL 20 / 21 SKETTY

PROPOSED SHARED USE PATH GENERAL ARRANGEMENT SHEET 3 of 4

Drawn by	SPM	Checked by	DWH	Approved by	MST
Date	08/20	Scale	1:500		A0
Rev'd / Checked Drawing No	R530_SKT_100_08				



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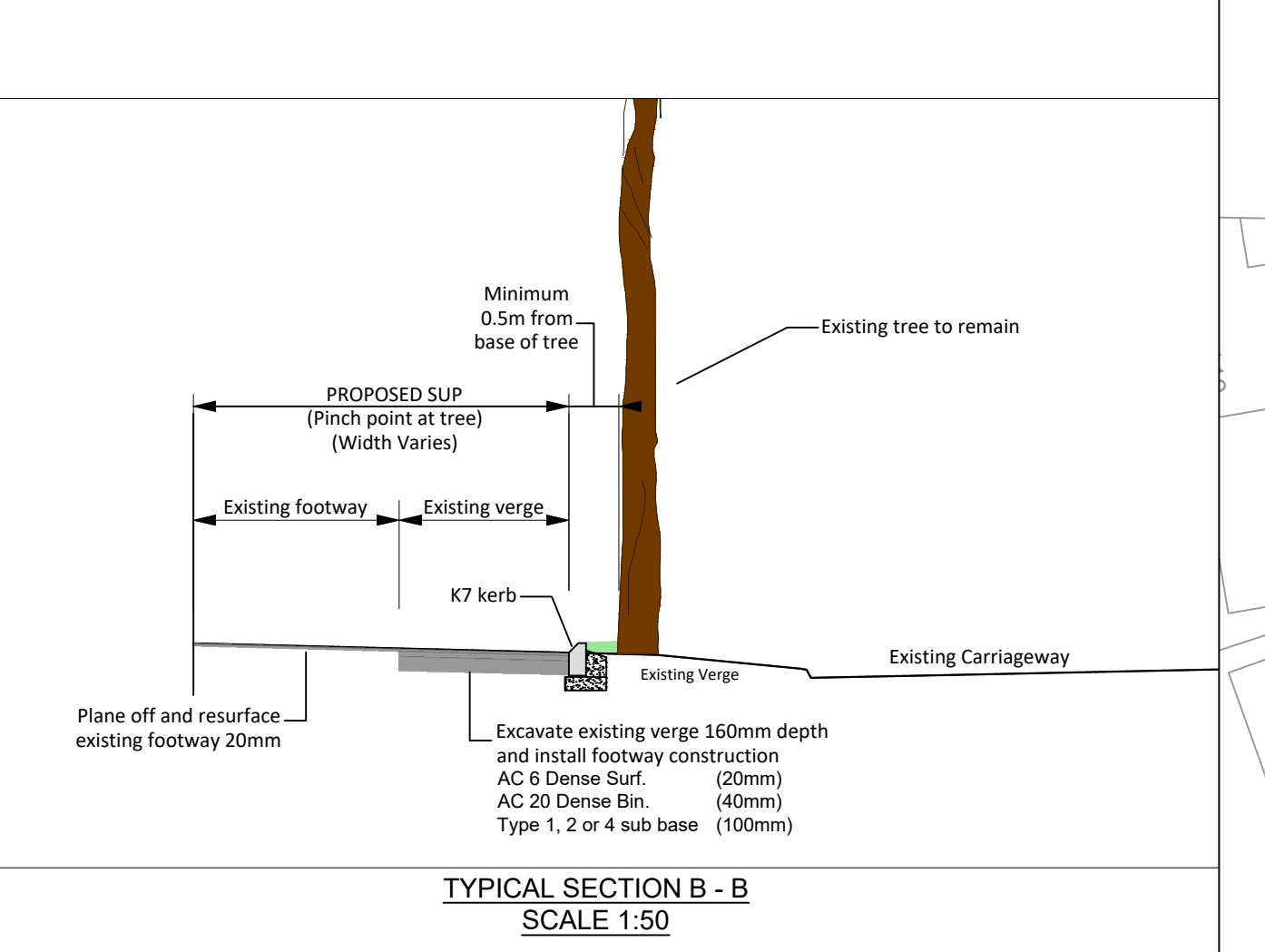
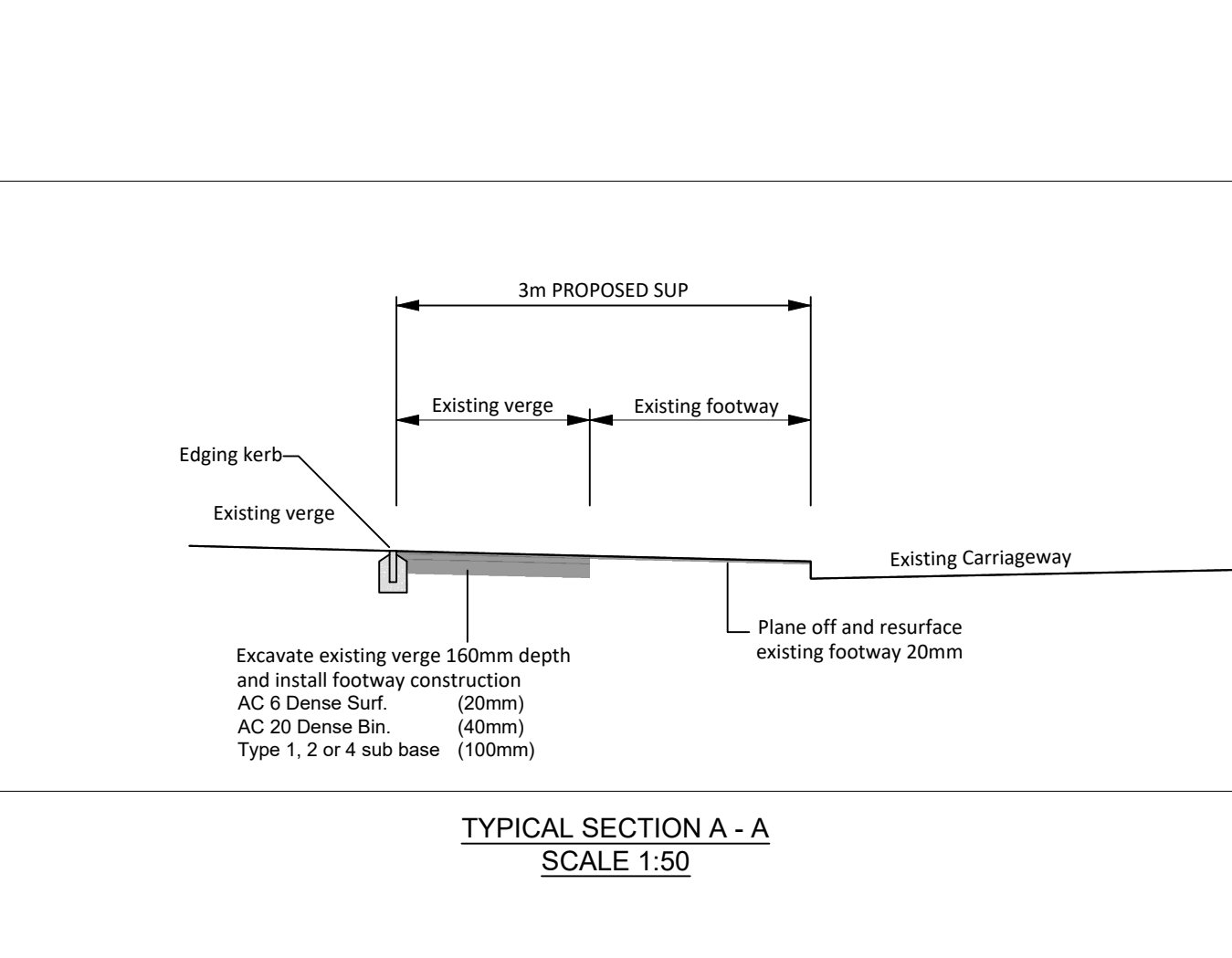
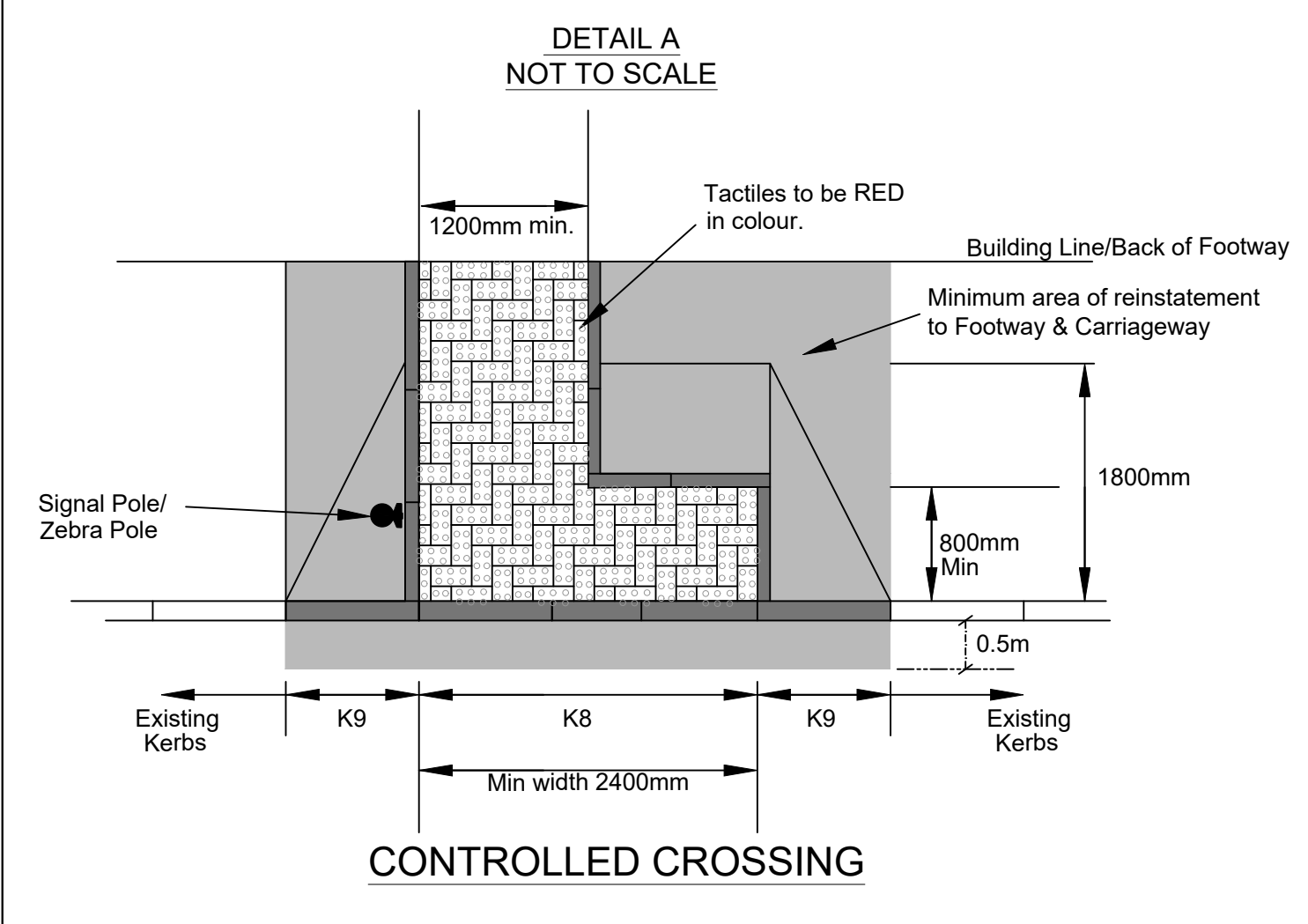


NOTES

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- Any errors or omissions to be reported to the Designer.

LEGEND

Plane existing footway	(20mm)
AC 6 Dense Surf.	(20mm)
Excavate existing	(160mm)
AC 6 Dense Surf.	(20mm)
AC 20 Dense Bin.	(40mm)
Type 1, 2 or 4 sub base	(100mm)
AC Dense Surf.	(20-40mm)
Regulating base course	(100-345mm)
Proposed PCC kerbs, type K1	See detail B or SD_C101
Proposed PCC kerbs, type K8	see detail B or SD_C101
Proposed PCC kerbs, type K9	see detail B or SD_C101
Proposed PCC edging kerbs, type E1	see detail B or SD_C101
Proposed PCC kerbs, 45° splay dropper.	
Proposed BK1 kerbs,	see detail B or SD_C121
Proposed BKT1 kerbs,	see detail B or SD_C121
Proposed PCC kerbs, type K7	See detail SD_C101
Existing gully to remain	
Proposed gully connecting	drain Group DG1
Proposed Side Entry Kerb Gully	
Existing gully to be raised.	Take up to tip off site gully cover and frame.
Existing gully to be converted to	inspection chamber IC2 with class D400 cover & frame.
Proposed PIPENCIL FERROCAST bollards	1000mm high with 300mm root. Fully pigmented and finished in GREEN to match Parkland Primary School uniform colour.
3No. Stainless Steel Cycle Stands	
Existing Lighting Column to be taken down by	Swansea Council and set aside for reuse.
Existing Lighting Column to remain in-situ	
Existing trees to be felled, as	agreed with Engineer.
Proposed Trees	
Existing trees to be felled and replaced	with new, as agreed with Engineer.
Existing trees to remain in-situ	
Blister surface clay tactile pavours	200 x 130mm. Red in colour. (60mm)
Semi dry 6:1 sand / cement mortar bed.	(30mm)
ST3 concrete.	(75mm)
Type 1 sub base	(50mm)
Edged with E1 PCC kerbs.	See detail A



Ariennir gan Lywodraeth Cymru
Funded by **Welsh Government**

TENDR TENDER

Cyngor Abertawe Swansea Council

CYFARWYDAETH LLEDDO
DIRECTORATE OF PLACE
STRATEGIC PLANNING, POLICY, DESIGN, AND
LEADERSHIP OF HIGHWAYS & TRANSPORTATION

ACTIVE TRAVEL 20 / 21 SKETTY

PROPOSED SHARED USE PATH GENERAL ARRANGEMENT SHEET 4 of 4

Drawn by	SPM	Checked by	DWH	Approved by	MST
Date	08/20	Scale	1:500		A0
Rev'd / Drawing No.	R530_SKT_100_09				

Drawing File Location on Network: I:\CapitalRoads\proj\p5\R530_L3_Sketty_Connections\A.TENDR\DWG\R530_SKT_100_09.dwg



The Occupier

Please ask for:
Gofynnwch am:

Robbie Meredith

Direct Line:
Llinell Uniongyrchol:

01792 636229

E-Mail:
E-Bost:

Our Ref:
Ein Cyf:

Your Ref:
Eich Cyf:

Date:
Dyddiad:

05-10-20

Dear Resident

RE: Active Travel – Sketty Park Links

As part of Welsh Government funding Swansea Council has secured monies to carry out the construction of a Shared Use Path along Sketty Park Road, Sketty Park Drive and Park Way. The works are due to commence on site in October 2020.

The scheme proposals consist of upgrading the existing footway, and construction of a new 3m wide shared use path. This will provide an improved, accessible connection between Singleton Park and the Sketty Park area, linking to existing facilities on Gower Road.

In order to construct the works safely for both the general public and the Contractors' workforce, temporary traffic / pedestrian management will have to be installed during the works.

We will try to mitigate disruption to residents as much as possible and apologise for any inconvenience these works may cause.

Please contact myself or any member of the project team on the numbers below if further information is required.

Yours faithfully,

Mark Thomas

Group Leader Traffic & Network Management

**DIRECTORATE OF PLACE – HIGHWAYS & TRANSPORTATION
CYFARWYDDIATH LLEOEDD – PRIFFYRDD A CHLUDIANT**

 (01792) 841625  highways@swansea.gov.uk  priffyrdd@abertawe.gov.uk
Web: www.swansea.gov.uk Gwefan: www.abertawe.gov.uk



We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards timescales.

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



Y Deiliad

Gofynnwch am:
Please ask for:

Robbie Meredith

Llinell Uniongyrchol:
Direct Line:

01792 636229

E-Bost:
E-Mail:

Ein Cyf:
Our Ref:

Eich Cyf:
Your Ref:

Dyddiad:
Date:

05-10-20

Annwyl Breswlydd,

PARTHED: Teithio Llesol - Cysylltiadau Parc Sgeti

Fel rhan o gyllid Llywodraeth Cymru, mae Cyngor Abertawe wedi sicrhau arian i adeiladu llwybr a rennir ar hyd Sketty Park Road, Sketty Park Drive a Park Way. Disgwylir i'r gwaith ddechrau ar y safle ym mis Hydref 2020.

Mae'r cynigion ar gyfer y cynllun yn cynnwys gwella'r llwybr troed presennol ac adeiladu llwybr a rennir 3m o led. Bydd hyn yn darparu cysylltiad gwell a hygyrch rhwng Parc Singelton ac ardal Parc Sgeti, gan gysylltu â'r cyfleusterau sy'n bodoli ar Gower Road.

Er mwyn gwneud y gwaith hwn yn ddiogel, ar gyfer y cyhoedd a gweithlu'r contractwr, bydd yn rhaid rhoi dulliau rheoli traffig/cerddwyr ar waith dros dro yn ystod y gwaith.

Byddwn yn ceisio tarfu cyn lleied â phosib ar breswylwyr ac ymddiheurwn am unrhyw anghyfleustra a achosir gan y gwaith hwn.




Cysylltwch â mi neu unrhyw aelod o dîm y prosiect ar y rhif isod os oes angen rhagor o wybodaeth arnoch.

Yn gywir,

Mark Thomas

Arweinydd Grŵp Rheoli'r Rhwydwaith Traffig a Phriffyrdd

CYFARWYDDIAETH LLEOEDD - PRIFFYRDD A CHLUDIANT DIRECTORATE OF PLACE - HIGHWAYS & TRANSPORTATION

 (01792) 841625  priffyrdd@abertawe.gov.uk  highways@swansea.gov.uk
Gwefan: www.abertawe.gov.uk; Web: www.swansea.gov.uk



Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserler l dderbyn yr wybodaeth hon mewn fformat arall, cysylltwch â'r person uchod.
To receive this information in an alternative format, please contact the above.

Brij Madahar

From: Robbie Meredith
Sent: 02 October 2020 14:42
To: Mike Day (Councillor); Steve Gallagher (Councillor); David Helliwell (Councillor); Peter Jones (Councillor); Cheryl Philpott (Councillor); Jeff Jones (Councillor); Linda Tyler-Lloyd (Councillor)
Cc: Mark Thomas (Councillor); Stuart Davies; Mark Thomas; David Hughes; Simon L Jones; Ben George; Chloe Lewis
Subject: Active Travel 20 / 21 - Olchfa Link
Attachments: R530_OL_SUP.pdf

Dear Councillors,

Active Travel – Olchfa Link

With reference to the above, the Highway Improvements Group have secured Welsh Government funding for the design and construction of improved Active Travel facilities within the Olchfa / Clyne Woods area.

As part of successful funding, The Welsh Government seeks to enable more people to walk, cycle and generally travel by more active methods, so that:

- more people can experience the health benefits of active travel;
- we reduce our greenhouse gas emissions;
- we help address poverty and disadvantage, and;
- we help our economy to grow by unlocking sustainable economic growth.

The proposed scheme will mainly involve improvements to the existing bridleway tracks from Olchfa Lane, through Clyne Woods, linking to existing NCN Route 4 close to Blackpill. As part of the scheme, we will also be installing a new Toucan Crossing on Gower Road to assist with safe connections to existing infrastructure. This will provide an improved, accessible connection between these areas, linking to existing facilities on Gower Road, and Blackpill.

Please see attached PDF of the General Arrangement for information.

This scheme, as was previously communicated to you, has been designed to facilitate Active Travel in the area, linking to other schemes as part of the Integrated Network Map.

The works will involve widening and improving existing facilities in accordance with Active Travel Design Guidance.

The scheme will identify requirements for liaison and investment in the local community through the promotion of Active Travel education and infrastructure at nearby schools. Once appointed, The Contractor will be encouraged to support the authorities Green Infrastructure Initiative with additional community tree planting. We will be looking to engage with the schools throughout this project by means of pupil awareness and involvement where possible in an effort to encourage the positive impacts that Active Travel can have on the community.

We are proposing to issue the scheme in the coming weeks.

Safe and appropriate pedestrian and traffic management will be used throughout the duration of the works, which will last approximately 24 weeks, proposed to start in October 2020.



Temporary pedestrian and traffic management operations may be required during the construction period. Every effort will be made to keep disruption to a minimum. Residents in the area will be notified via a letter drop in the coming weeks, closer to the project start date.

Please do not hesitate to contact me if you have any queries regarding the proposals.

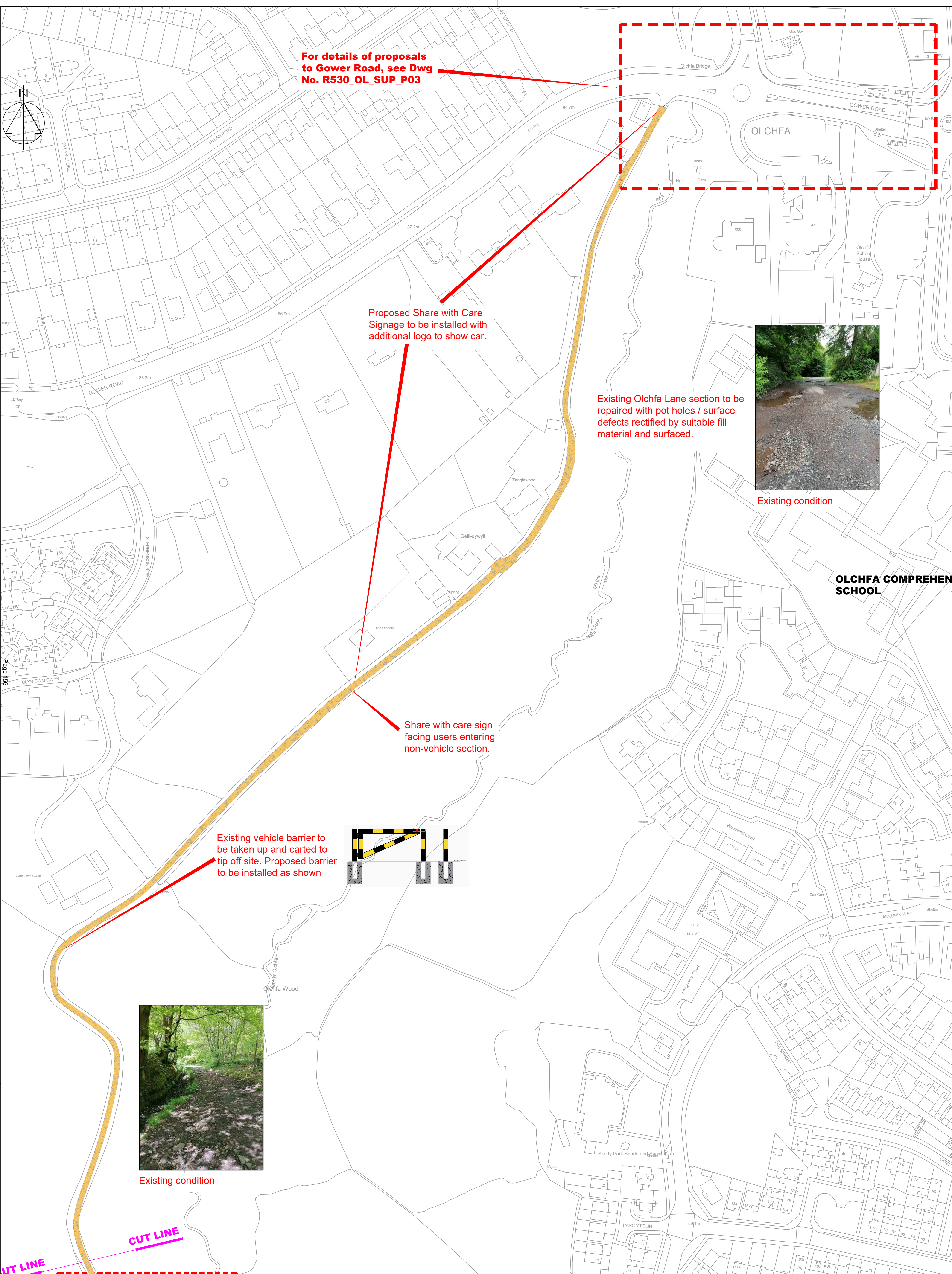
Regards
Robbie Meredith

Robbie Meredith
Uwch Beiriannydd
Senior Engineer

☎ 01792 636229

✉ robbie.meredith@swansea.gov.uk

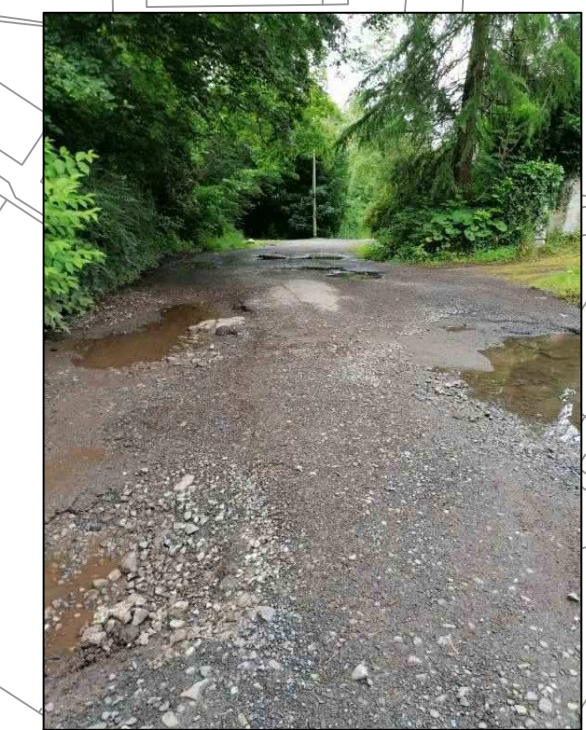
✉ robbie.meredith@abertawe.gov.uk



For details of proposals to Gower Road, see Dwg No. R530_OL_SUP_P03

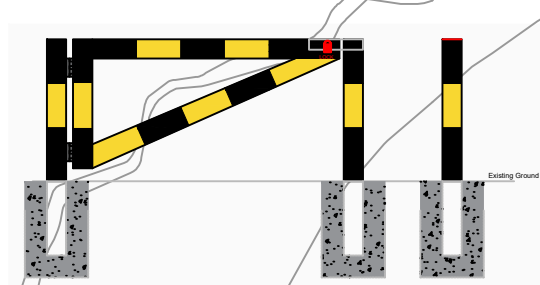
Proposed Share with Care Signage to be installed with additional logo to show car.

Existing Olchfa Lane section to be repaired with pot holes / surface defects rectified by suitable fill material and surfaced.



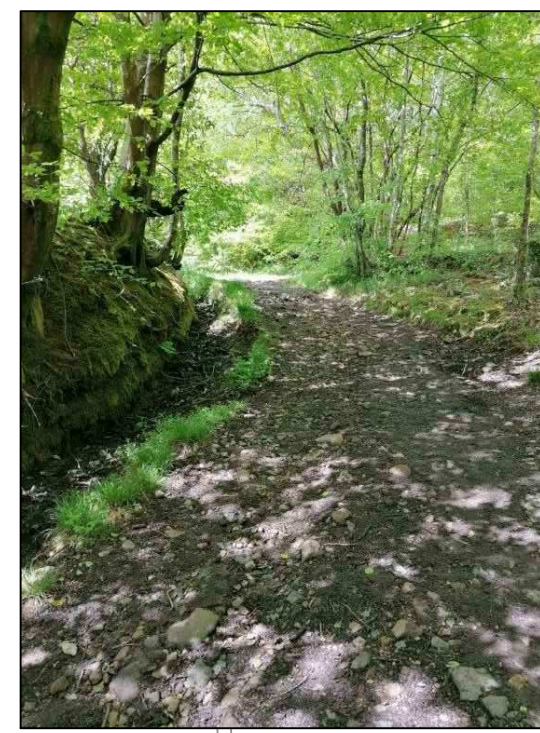
Existing condition

OLCHFA COMPREHEN SCHOOL

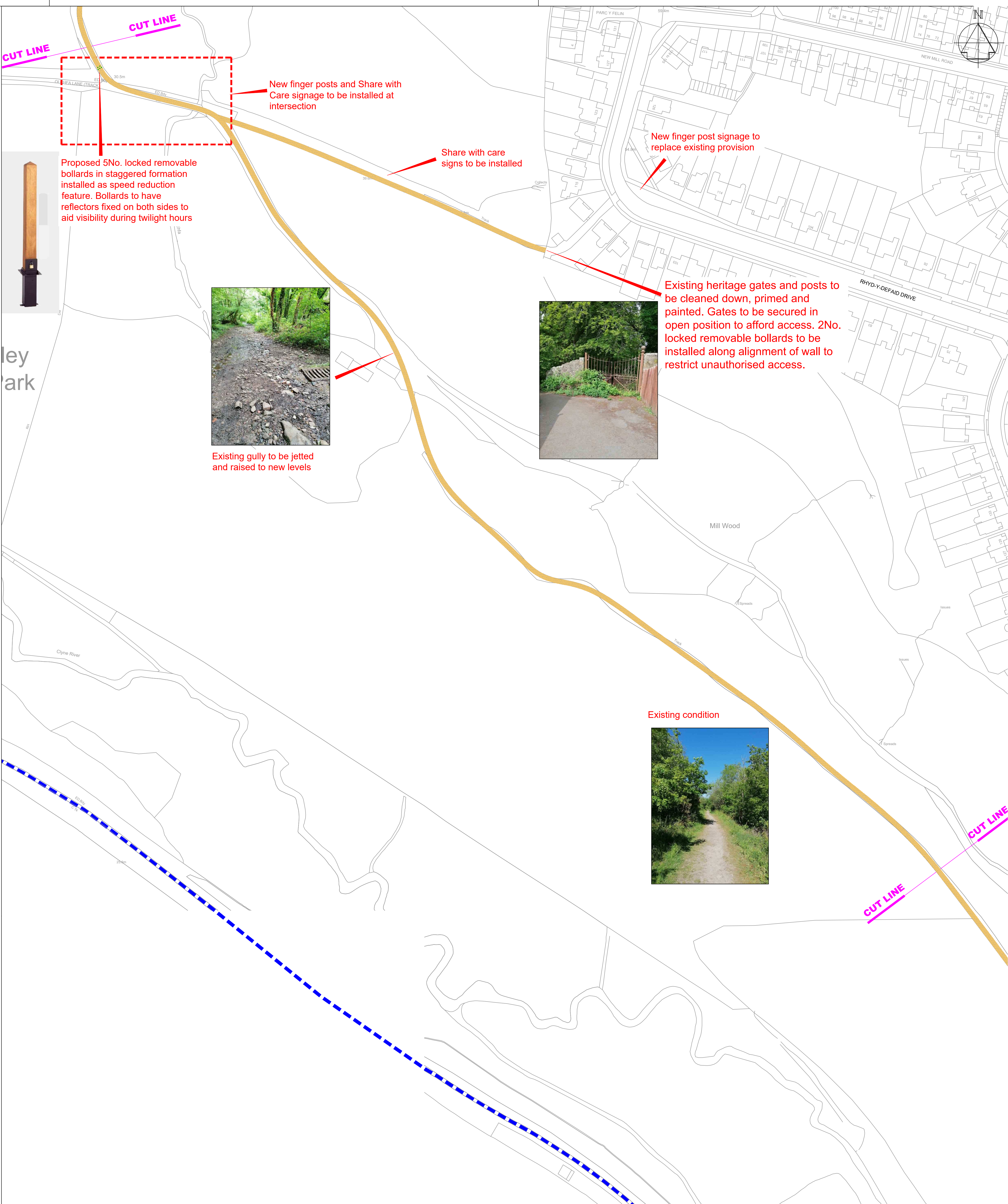


Existing vehicle barrier to be taken up and carted to tip off site. Proposed barrier to be installed as shown

Share with care sign facing users entering non-vehicle section.



Existing condition



Proposed 5No. locked removable bollards in staggered formation installed as speed reduction feature. Bollards to have reflectors fixed on both sides to aid visibility during twilight hours



Existing gully to be jetted and raised to new levels

New finger posts and Share with Care signage to be installed at intersection

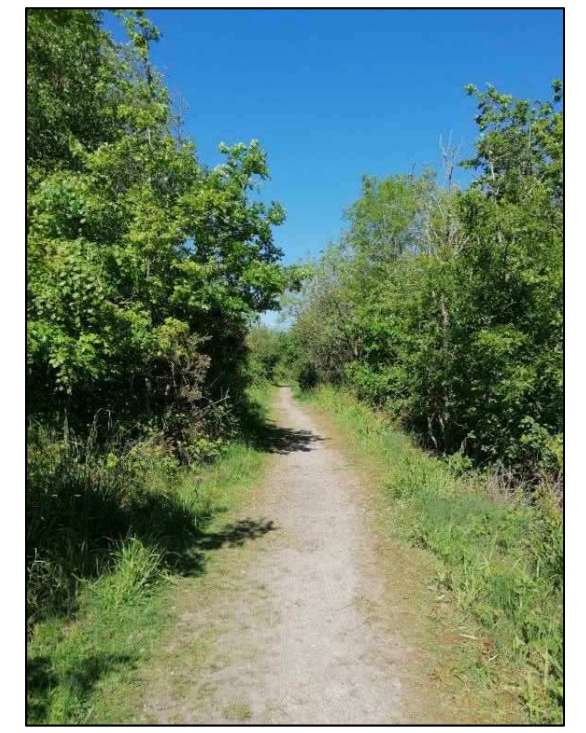
Share with care signs to be installed

New finger post signage to replace existing provision



Existing heritage gates and posts to be cleaned down, primed and painted. Gates to be secured in open position to afford access. 2No. locked removable bollards to be installed along alignment of wall to restrict unauthorised access.

Existing condition



NOTES

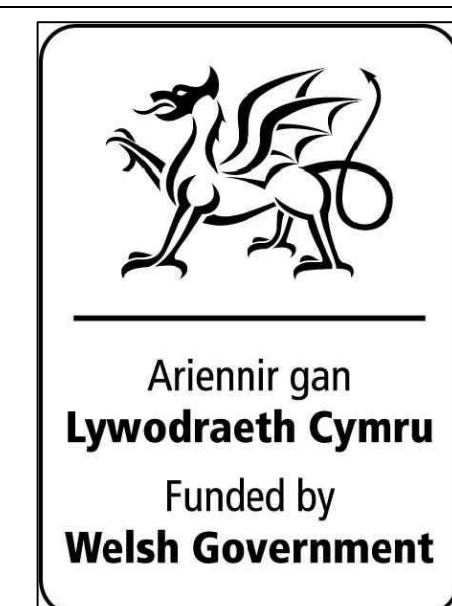
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4. Any errors or omissions to be reported to the Designer.
5. No trees are planned to be felled as part of the works, however a full inspection will need to be undertaken by the Council's Tree Services to confirm the structural stability of trees in the immediate vicinity of the route.
6. Over hanging branches to be cut back to clear a 2.4m minimum head room.
7. Tree roots not to be jeopardised.
8. Contractor to clean out and retain all existing drainage ditches.
9. Contractor to carry out general site clearance of existing vegetation along proposed route.
10. Contractor to select and use suitably sized plant and equipment to prevent damage to trees and branches whilst undertaking works.

LEGEND

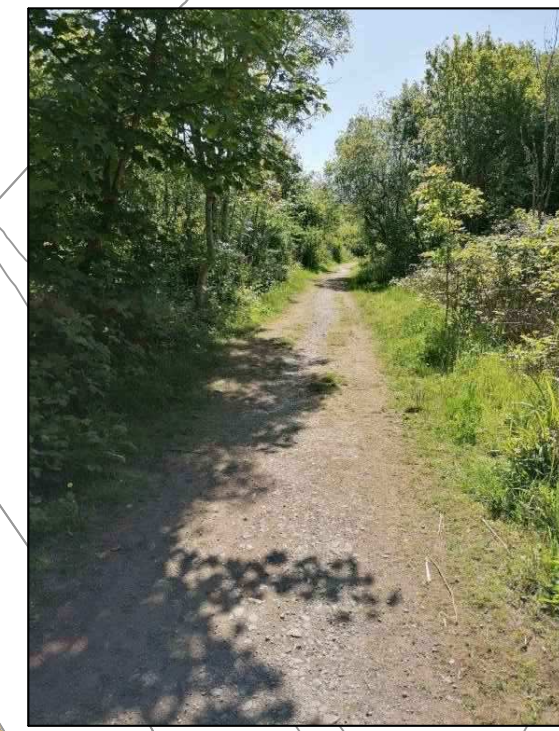
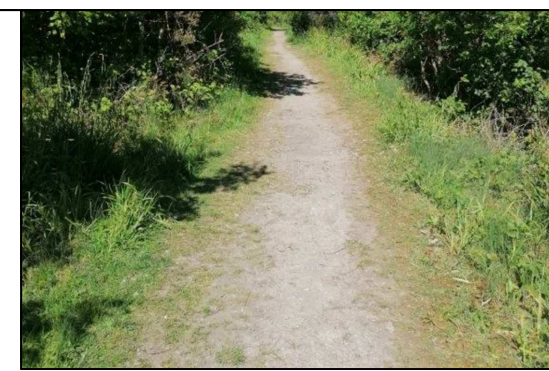
- Proposed 3m minimum width Shared Use Path / Bridleway
- Existing NCN Route 4



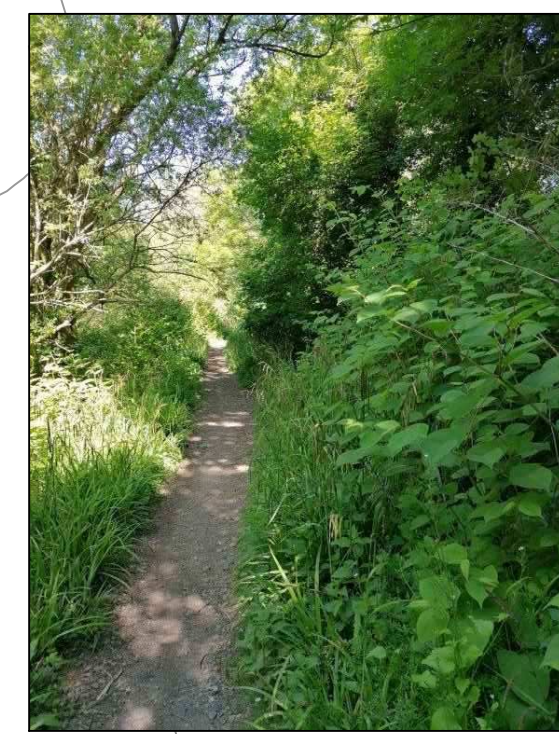
Signage to be installed along route in keeping with surroundings. Locations & frequency to be agreed.



A0		RHAGARWEINIOL - PRELIMINARY	
Dolmwyd Cwm	RPM	Tabl Tie	
Archlydd Cwchod	SLJ	ACTIVE TRAVEL 20 / 21 OLCHFA LINK	
Cymeradwydd Agwedd	MST	Cyngor Abertawe Swansea Council	
Dyddiad Ddi	09 / 20	CYFARWYDDIAETH LLEOEDD DIRECTORATE OF PLACE STUART DAVIES - B.Sc., C.Eng., M.C.E., M.B.A. PENARWTH PARFFYRDD A CHULYDANT HEAD OF HIGHWAYS & TRANSPORTATION	
Graddfa Scale	1:1000	PROPOSED SHARED USE PATH GENERAL ARRANGEMENT SHEET 1 OF 3	
Rwyf i Ddiwedd Drawing No		R530_OL_SUP_P01	



Existing condition



Existing condition. Vegetation to be cut back for SUP widening

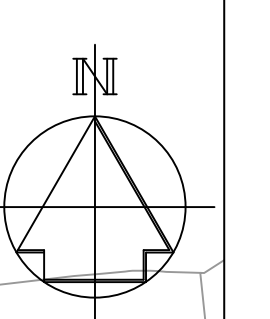
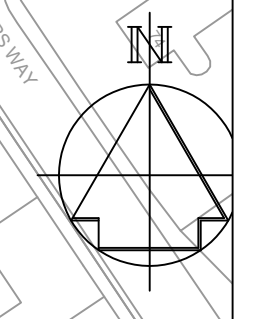
Approx 10m of blockstone to be installed in area of river bank erosion

CUT LINE

CUT LINE

CUT LINE

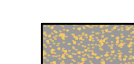

Clyne Wood



NOTES

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6. Over hanging branches to be cut back to clear a 2.4m minimum head room.
7. Tree roots not to be jeopardised.
8. Contractor to clean out and retain all existing drainage ditches.
9. Contractor to carry out general site clearance of existing vegetation along proposed route.
10. Contractor to select and use suitably sized plant and equipment to prevent damage to trees and branches whilst undertaking works.


LEGEND

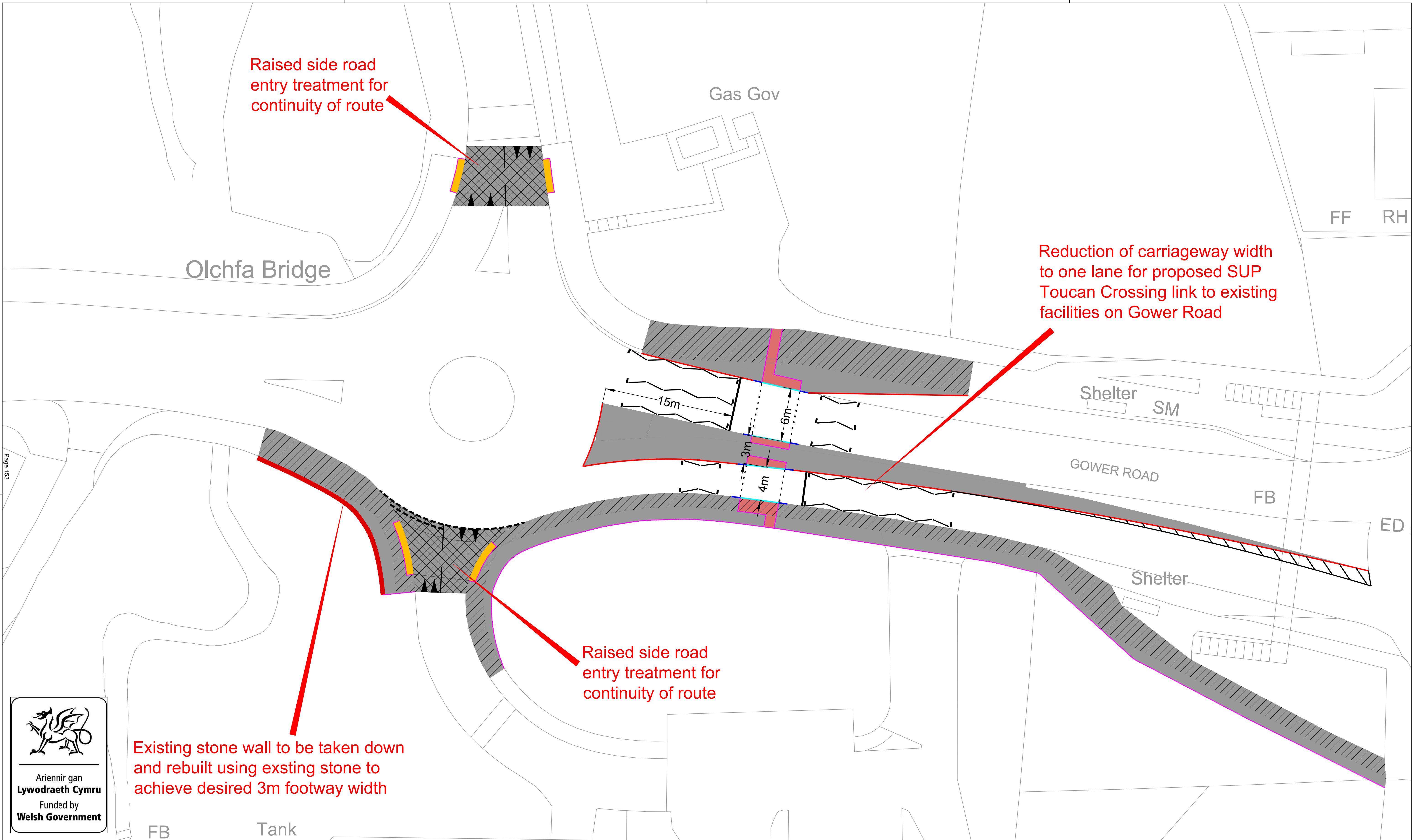
-  Proposed 3m minimum width Shared Use Path / Bridleway
-  Existing NCN Route 4



Signage to be installed along route in keeping with surroundings. Locations & frequency to be agreed.



A0		RHAGARWEINIOL - PRELIMINARY	
Delunwyd Drawn	RPM	Titel	
Ardalwydd Checked	SLJ	ACTIVE TRAVEL 20 / 21 OLCHFA LINK	
Cymeradwydd Approved	MST		
Dyddiad Date	09 / 20	CYFARWYDDIAETH LLEOEDD DIRECTORATE OF PLACE STUART OWEN B.Sc., C.Eng., M.C.E., M.B.A. PENŵRTH PRIF FROD A CHALUNANT HEAD OF HIGHWAYS & TRANSPORTATION	
Graddfa Scale	1:1000	PROPOSED SHARED USE PATH GENERAL ARRANGEMENT SHEET 2 OF 3	
Rwyf i Ddelunwyd Drawing No		R530_OL_SUP_P02	



Existing stone wall to be taken down and rebuilt using existing stone to achieve desired 3m footway width

Rev	Date	Details	Dr	Ch	Ap

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 - Any errors or omissions to be reported to the Designer.

LEGEND

	Plane existing footway AC 6 Dense Surf.	(20mm) (20mm)		Proposed PCC kerbs, type K1 See detail B or SD_C101		Blister surface clay tactile pavours 200 x 133mm. Red in colour. Semi dry 6:1 sand / cement mortar bed. ST3 concrete. Type 1 sub base. Edged with E1 PCC kerbs. See detail A	(60mm) (30mm) (75mm) (50mm)
	Excavate existing AC 6 Dense Surf. AC 20 Dense Bin. Type 1, 2 or 4 sub base	(160mm) (20mm) (40mm) (100mm)		Proposed PCC kerbs, type K8 see detail B or SD_C101		Corduroy hazard clay tactile pavours 200x133mm blue in colour 800mm depth of tactile to be provided unless otherwise stated on drawings.Semi dry 6:1 sand/cement mortar bed.ST3 concrete on Type 1 sub base	
	AC Dense Surf. Regulating base course	(20-40mm) (100-345mm)		Proposed PCC kerbs, type K9 see detail B or SD_C101			
				Proposed PCC edging kerbs, type E1 see detail B or SD_C101			

A1		RHAGARWEINIOL - PRELIMINARY	
Dylunwyd Drawn	RPM	Tylli Title	
Archwiliwyd Checked	SLJ	<p>ACTIVE TRAVEL 20 / 21 OLCHFA LINKS</p> <p>PROPOSED SHARED USE PATH GENERAL ARRANGEMENT SHEET 3 OF 3</p>	
Cymerachwyd Approved	MST		
Dyddiad Date	09 / 20	<p>CYFARWYDDIAETH LLEOEDD DIRECTORATE OF PLACE</p> <p>STUART DAVIES B.Eng., C.Eng., M.I.C.E., MBA, PENNAETH PRIFYRD A CHLUDANT HEAD OF HIGHWAYS & TRANSPORTATION</p>	
Graddfa Scale	1:200	Rhif y Dyluniad Drawing No	R530_OL_SUP_P03



The Occupier

Please ask for:
Gofynnwch am:

Robbie Meredith

Direct Line:
Llinell Uniongyrchol:

01792 636229

E-Mail:
E-Bost:

Our Ref:
Ein Cyf:

Your Ref:
Eich Cyf:

Date:
Dyddiad:

21-10-20

Dear Resident

RE: Active Travel – Olchfa Links

With reference to the above, Swansea Council Highway Improvements Group have secured Welsh Government funding for the design and construction of improved Active Travel facilities within the Olchfa / Clyne Woods area.

The proposed scheme will consist primarily of upgrading the existing bridleway along its length, and widening to 3m where necessary. Existing vegetation is to be cleared where required to achieve the desired width. A new Toucan crossing will also be installed on Gower Road to assist with connectivity of the Active Travel route.

In order to construct the works safely for both the general public and the Contractors' workforce, temporary traffic / pedestrian management will have to be installed during the works.

We will try to mitigate disruption to residents as much as possible and apologise for any inconvenience these works may cause.

Please contact myself or any member of the project team on the numbers below if further information is required.

Yours faithfully,

Mark Thomas

Group Leader Traffic & Network Management

**DIRECTORATE OF PLACE – HIGHWAYS & TRANSPORTATION
CYFARWYDDIATH LLEOEDD – PRIFFYRDD A CHLUDIANT**



(01792) 841625



highways@swansea.gov.uk



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Y Deiliad

Gofynnwch am:
Please ask for:

Robbie Meredith

Llinell Uniongyrchol:
Direct Line:

01792 636229

E-Bost:
E-Mail:

Ein Cyf:
Our Ref:

Eich Cyf:
Your Ref:

Dyddiad:
Date:

21-10-20

Annwyl Breswlydd,

PARTHED: Teithio Llesol - Cysylltiadau Olchfa

Ynglŷn â'r uchod, mae Grŵp Gwelliannau Priffyrdd Cyngor Abertawe wedi sicrhau cyllid gan Lywodraeth Cymru i ddylunio ac adeiladu gwell cyfleusterau teithio llesol yn ardal yr Olchaf/Coedwig Clun.

Bydd y cynllun arfaethedig yn ymwneud yn bennaf â gwella'r llwybr ceffylau presennol ar ei hyd, a'i led i 3m lle bo'r angen. Caiff y llystyfiant sydd yno'n barod ei glirio lle bo'r angen er mwyn cael y lled a ddymunir. Caiff croesfan Toucan newydd ei gosod ar Gower Road i helpu gyda chysylltedd y llwybr Teithio Llesol.

Er mwyn gwneud y gwaith hwn yn ddiogel, ar gyfer y cyhoedd a gweithlu'r contractwr, bydd yn rhaid rhoi dulliau rheoli traffig/cerddwyr ar waith dros dro yn ystod y gwaith.

Byddwn yn ceisio sicrhau cyn lleied o darfu â phosib i breswylwyr ac ymddiheurwn am unrhyw anghyfleustra a achosir gan y gwaith hwn.

Cysylltwch â mi neu unrhyw aelod o dîm y prosiect ar y rhif isod os oes angen rhagor o wybodaeth arnoch.

Yn gywir,

Mark Thomas

Arweinydd Grŵp Rheoli'r Rhwydwaith Traffig a Phriffyrdd

CYFARWYDDIAETH LLEOEDD - PRIFFYRDD A CHLUDIANT DIRECTORATE OF PLACE - HIGHWAYS & TRANSPORTATION

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Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserler l dderbyn yr wybodaeth hon mewn fformat arall, cysylltwch â'r person uchod.
To receive this information in an alternative format, please contact the above.

Agenda Item 9



Report of the Chair

Scrutiny Programme Committee – 16 February 2021

Membership of Scrutiny Panels and Working Groups

Purpose:	The Scrutiny Programme Committee is responsible for appointing members and conveners to the various Scrutiny Panels / Working Groups that are established. This report advises of relevant matters that need to be considered.
Content:	This report is provided to facilitate any changes that need to be made.
Councillors are being asked to:	<ul style="list-style-type: none">• agree the membership of Panels and Working Groups reported, and any other changes necessary.
Lead Councillor:	Councillor Peter Black, Chair of the Scrutiny Programme Committee
Lead Officer & Report Author:	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: brij.madahar@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

1.1 In accordance with Council report 18 October 2012, when current scrutiny arrangements were agreed, the Scrutiny Programme Committee is responsible for appointing members and conveners to the various Scrutiny Panels / Working Groups that are established.

2. Proposed Revision to Current Scrutiny Panel / Working Group Membership

2.1 None.

3. Performance Panel Conveners

- 3.1 In accordance with the Committee's wishes Performance Panels are confirming / appointing conveners at the first meeting of the municipal year, and then reporting to the Committee. The only Panel yet to meet in this municipal year is the Natural Environment Performance Panel. The Panel will confirm its convener for the 2020/21 municipal year in due course, and the outcome reported to the Committee.

4. Guiding Principles

- 4.1 When determining membership / conveners or agreeing any changes there are some key considerations for the Committee:
- It is necessary for more than one political group to be represented on each Panel / Working Group.
 - These bodies also need to be of a manageable size in terms of team working and effective questioning.
 - To ensure that all political groups have opportunities and are engaged.
 - Good scrutiny practice places emphasis on respect for minority party wishes around both chairing of such bodies and the work programme.
 - Being fair and balanced in the appointment of conveners, when there is interest from more than one councillor, e.g. giving opportunity to those who have not acted as convener previously.
 - The Committee should reflect on the existing 'balance' of conveners to help inform future appointments.
 - A minimum of three members should be present at all Panel / Working Group meetings.

5. Legal Implications

- 5.1 There are no specific legal implications raised by this report.

6. Financial Implications

- 6.1 There are no specific financial implications raised by this report.

Background Papers: None

Appendices: None

Agenda Item 10



Report of the Chair

Scrutiny Programme Committee – 16 February 2021

Scrutiny Work Programme 2020/22

Purpose	This report presents the agreed Scrutiny Work Programme for 2020/22, which the Committee is responsible for monitoring.
Content	The agreed work programme is attached, which shows the topics that will be examined by scrutiny through various Panels and Working Groups. A plan for future Committee meetings is also attached. Progress against the agreed work programme is shown.
Councillors are being asked to	<ul style="list-style-type: none">• plan for the committee meetings ahead• consider opportunities for pre-decision scrutiny• review the scrutiny work programme (including progress of current Panels and Working Groups)
Lead Councillor	Councillor Peter Black, Chair of the Scrutiny Programme Committee
Lead Officer	Tracey Meredith, Chief Legal Officer
Report Author	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: brij.madahar@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

- 1.1 The Scrutiny Programme Committee is responsible for developing the Council's scrutiny work programme, and managing the overall work of scrutiny to ensure that it is as effective as possible.
- 1.2 A report is provided to each meeting to enable the Committee to maintain an overview of agreed scrutiny activities, monitor progress, and coordinate work as necessary.
- 1.3 The broad aim of the scrutiny function is to engage non-executive councillors in activities to:

- provide an effective challenge to the executive
 - help improve services, policies, and performance
 - engage the public in its work
- 1.4 The Scrutiny Work Programme is guided by the overriding principle that the work of scrutiny should be strategic and significant, focussed on issues of concern, and represent a good use of scrutiny time and resources.

It also needs to be:

- manageable, realistic and achievable given resources available to support activities
 - relevant to council priorities
 - adding value and having maximum impact
 - coordinated and avoids duplication
- 1.5 The work of scrutiny is undertaken primarily in three ways – through the Committee itself, by establishing informal Panels (for in-depth activities) or via one-off Working Groups. Panels and Working Groups would be open to all non-executive councillors - the Committee will determine membership and conveners following expressions of interest.
- 1.6 Scrutiny will regularly send letters to Cabinet Members communicating findings, views and recommendations for improvement and, where appropriate, by producing reports. Inquiry panels will always produce a final report at the end of the inquiry with conclusions and recommendations for Cabinet (and other decision-makers), informed by the evidence gathered. Inquiry panels will reconvene to follow up on the implementation of agreed recommendations and the impact of their work – usually 6-12 months following cabinet decision.
- 1.7 Although much of the work of scrutiny is carried out by informal Panels and Working Groups these meetings are accessible to the public. Agendas, reports and letters relating to all such scrutiny activities are published, in the same manner as the committee, on the Council's modern.gov online platform:

<https://democracy.swansea.gov.uk/ieDocHome.aspx?bcr=1&LLL=0>

2. Scrutiny Work Programme 2020/22

- 2.1.1 The agreed Scrutiny Work Programme for 2020/22 is set out in **Appendix 1**.
- 2.1.2. The following paragraphs break down the work programme by specific ways of working to provide a brief overview.

2.2 Scrutiny Programme Committee:

2.2.1 The Committee work plan for the year ahead is attached as **Appendix 2**. This should be kept under review to ensure it represents a robust, manageable, and effective plan. The Committee plan covers a broad range of policy and service topics and aims to ensure coverage of scrutiny across all cabinet portfolios and address any gaps in the overall work programme. The Committee is also the designated Committee for scrutiny of the Public Services Board, and Crime & Disorder Scrutiny.

2.2.2 Committee members should review and confirm items for the next and future meetings giving specific consideration to who should attend so that meetings are always well planned and prepared for, e.g. information required and key questions that the Committee wishes to ask.

2.2.3 The main item(s) scheduled for the next Committee meeting on 16 March are:

- Children & Young People's Rights Scheme Annual Progress Report 2019 – this is a recurring item for the Committee accounting for arrangements in place to ensure compliance with the Council's duty to have due regard to the UNCRC, and shows how the Rights Scheme is being implemented and embedded across the Council.
- Pre-decision Scrutiny: Cabinet report on 'Business Case for the Relocation of Civic Centre'.

2.2.4 The Committee will have the opportunity to review priorities and introduce issues of concern as and when they arise, e.g. pre-decision scrutiny or call-in which may require extra meetings.

2.2.5 Pre-decision scrutiny – this is carried out by the Committee unless delegated elsewhere. The Committee is invited to consider the available information on future cabinet business and any opportunities for pre-decision scrutiny, taking into account strategic impact, public interest, and financial implications (see Cabinet Forward Plan attached as **Appendix 3**). Any requests will require discussion with relevant cabinet member(s) to confirm timescales and window of opportunity for scrutiny involvement. Pre-decision scrutiny enables scrutiny to develop understanding about and ask questions on proposed Cabinet reports to provide 'critical friend' challenge and influence decision-making.

2.3 Inquiry Panels:

2.3.1 Once membership and a convener have been appointed the first task of an Inquiry Panel will be to have a briefing on the issue and then determine the key question and terms of reference for the inquiry. Once the planning stage is complete, the inquiry will be evidence gathering, with the last stage being to develop the final report.

In Progress / Planned	Completed (follow up stage)
1. Procurement (initial meeting of re-convened Panel to be arranged)	1. Equalities (followed up 28 Jan & further follow up tba Nov 2021)

2.4 Performance Panels:

2.4.1 The following Performance Panels, which will enable regular and structured monitoring of performance within these key areas, have been agreed and will meet on an ongoing basis until otherwise agreed by the Committee (frequency of meetings in brackets):

Performance Panel	Convener
1. Service Improvement & Finance (monthly)	Cllr. Chris Holley
2. Education (monthly)	Cllr. Lyndon Jones
3. Adult Services (every six weeks)	Cllr. Susan Jones
4. Child & Family Services (every six weeks)	Cllr. Paxton Hood-Williams
5. Development & Regeneration (every two months)	Cllr. Jeff Jones
6. Natural Environment (every two months)	Cllr. Peter Jones

2.4.2 Performance Panel conveners are scheduled to provide a regular update to the Committee to enable discussion on key activities and impact.

2.4.3 The Committee is aware that current COVID-19 pressures on the Council have impacted on Panel meetings. To reduce burden on the organisation at this time, the Child & Family Services and Adult Services Panels are current meeting jointly with meetings focusing purely on the COVID-19 situation and impact. The work plan of the Education Panel is also being temporarily adjusted to alleviate pressures on the Education Department.

2.5 Working Groups:

2.5.1 The following Working Groups will be convened during the year ahead, in the order shown:

1. Workforce (29 March)	3. Bus Services
2. Digital Inclusion (11 May)	4. Healthy City

2.6 Regional Scrutiny:

2.6.1 **Education Through Regional Working** - Swansea scrutiny is involved in an informal regional scrutiny arrangement with the six councils participating in the 'Education Through Regional Working' (ERW) school improvement consortium. A Scrutiny Councillor Group has been in existence since 2016 in order to provide challenge to ERW, coordinate scrutiny work across the region and ensure a consistent approach. The Swansea Scrutiny Team is providing support for this group as the Council's contribution to ERW via Service Level Agreement. Swansea is represented by the chair of the Scrutiny Programme Committee and convener of the Education Performance Panel.

2.6.2 **Swansea Bay City Region City Deal** – Swansea scrutiny is also involved in the Swansea Bay City Region Joint Scrutiny Committee established during 2018/19. This formal arrangement involves three councillor representatives from each of the four Councils involved in the City Deal, meeting to scrutinise the work of the Joint Committee responsible for delivering the City Deal programme. As per Joint Committee Agreement, the Joint Scrutiny Committee is serviced by Neath Port Talbot Council.

3. **Monitoring the Work Programme**

3.1 The Committee is responsible for monitoring progress against the agreed work programme and this includes work undertaken by the informal Panels and Working Groups and findings, to ensure that this work is effective and has the required visibility.

3.2 **Appendix 4a** provides a timetable of all scrutiny activities (projected or actual where dates are known). Lead councillors and officers are also noted within.

3.3 **Appendix 4b** provides a snapshot of progress with all of the Panels and Working Groups established by the Committee and their current position.

3.4 The work programme is kept under constant review by the Committee, with changes made as necessary. The Committee will always retain the flexibility to adapt and re-prioritise the work of scrutiny, to ensure the continued relevance of the programme.

4. **Public Requests for Scrutiny / Councillor Calls for Action**

4.1 None.

5. Financial Implications

- 5.1 Any costs that arise out of work plan activities, for example expenses for witnesses or transport costs, are not envisaged to be significant and will be contained within the existing Scrutiny Budget.

6. Legal Implications

- 6.1 There are no specific legal implications raised by this report.

Background papers: None

Appendices:

Appendix 1: Agreed Scrutiny Work Programme 2020/22

Appendix 2: Scrutiny Programme Committee Work Plan 2020/22

Appendix 3: Cabinet Forward Plan

Appendix 4a: Scrutiny Work Programme – Projected Timetable of Activity

Appendix 4b: Progress Report – Current Scrutiny Panels and Working Groups

Appendix 1 – Agreed Scrutiny Work Programme 2020/22

New Inquiry Panel (time-limited in-depth scrutiny – six months)	New Working Groups (light-touch scrutiny / one-off meetings)	Performance Panels (ongoing in-depth performance / financial monitoring & challenge)	Issues for Scrutiny Programme Committee (Overall work programme management; discussion of broad range of policy and service issues)
<p>1. Procurement (previous Terms of Reference / Key Question to be reviewed / updated - What is the Council doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices?)</p> <p>2. Anti-Social Behaviour (Terms of Reference to be agreed by Panel but would focus on how we can reduce anti-social behaviour in our communities, look at factors behind rising anti-social behaviour; inter-agency working, the role of elected members, reporting, etc.)</p> <p>Follow Up of Previous Inquiries:</p> <p>1. Equalities</p>	<p>1. Workforce (how the Council supports health & well-being of staff; issues around home working; staff sickness; staff turnover; use of agency staff, pressures, etc.)</p> <p>2. Digital Inclusion (follow up on previous discussion around digital transformation, the Council's digital inclusion strategy, and how well prepared both the Council and the public is to use and communicate / engage via digital technology to avoid exclusion / poor access, etc.)</p> <p>3. Bus Services (discussion about bus network coverage and levels of service; community transport provision; integration with other forms of transport, etc.)</p> <p>4. Healthy City (exploration of activities, promotion, particularly physical activities, including provision of outdoor sport and activities and opportunities for young people, etc.)</p>	<p>1. Service Improvement & Finance (monthly)</p> <p>2. Education (monthly)</p> <p>3. Adult Services (every 6 weeks)</p> <p>4. Child & Family Services (every 6 weeks)</p> <p>5. Development & Regeneration (every two months)</p> <p>6. Natural Environment (every two months)</p> <p>Specific issues to cover within wider work plans:</p> <ul style="list-style-type: none"> • Service Improvement & Finance: <ul style="list-style-type: none"> - Corporate Plan – Review / Progress - Council Byelaws - Budget Scrutiny - Performance Management - Waste Management & Recycling – incl. questioning on fly-tipping experiences & council activity - Welsh Housing Quality Standard • Education: <ul style="list-style-type: none"> - 21st Century Schools - Additional Learning Needs - Children Educated at Home - Delivery of Corporate Priorities - Remodelled Education Other Than at School Provision • Adult Services: <ul style="list-style-type: none"> - COVID-19 and Community Mental Health - Delivery of Corporate Priorities - Domestic Abuse 	<ul style="list-style-type: none"> • COVID-19 Council response and Recovery Plan / Transformation • Brexit Preparedness • Specific reports: <ul style="list-style-type: none"> - Children & Young People's Rights Scheme - Corporate Safeguarding - Delivery of Corporate Priority – Tackling Poverty Homelessness Strategy – progress (incl. discussion on Young People's Supported Housing Provision) • Leader Q & A Session(s): <ul style="list-style-type: none"> - Brexit - Partnership Working - Great Western Gateway • Other Cabinet Member Q & As (issues to pick up): <ul style="list-style-type: none"> - tbc • Public Services Board • Crime & Disorder (Community Safety)Scrutiny: <ul style="list-style-type: none"> - Incl. Community Cohesion / Hate Crime • Wales Audit Office Reports • Follow Up on Previous Working Groups: <ul style="list-style-type: none"> - Tourism

Appendix 1 – Agreed Scrutiny Work Programme 2020/22

	<p>Reserve List:</p> <ul style="list-style-type: none"> • Road Safety (hot spots; work to improve safety; preventative measures; speed controls; safety of cycling routes; partnership working, etc.) • Active Travel (are we meeting obligations of Welsh Government Active Travel Act; encouragement of cycling / walking; particular focus on cycling given experience during pandemic – are we making the most of opportunities to embed increased cycling, etc.) • Accessibility for the Disabled / Elderly (to look into concerns around mobility around city centre and access, e.g. and whether there is sufficient curb dropping to help mobility scooters, and other facilities to improve access and wellbeing, etc.). 	<ul style="list-style-type: none"> • Child & Family Services: <ul style="list-style-type: none"> - Delivery of Corporate Priorities - Forced Marriages – Safeguarding issues • Development & Regeneration: <ul style="list-style-type: none"> - City Deal and effects of COVID-19 - Delivery of Corporate Priorities - Economic Regeneration Strategy - Foreshore Developments - Historic / Listed Buildings • Natural Environment: <ul style="list-style-type: none"> - Climate Change - Delivery of Corporate Priorities - Environment Bill 2020 Implications - Nature Conservation – regular monitoring of activity and performance 	
<p>Regional Scrutiny</p> <ul style="list-style-type: none"> • ERW (Education through Regional Working) Specific issues to pick up: ERW Replacement organisation – post April 2021 • City Deal (Swansea Bay City Region Joint Scrutiny Committee) 			

Appendix 2

Scrutiny Programme Committee – Work Plan 2020/22

ACTIVITY	17 November 2020	15 December 2020	19 January 2021	16 February 2021	16 March 2021	13 April 2021
Scrutiny Work Programme	Draft Work Programme for Agreement					
Cabinet Member Question & Answer Sessions			Leader / Cabinet Member for Economy, Finance & Strategy (incl. discussion on COVID, Budget, Brexit, Partnership Working)			
Specific Cabinet Member / Officer Reports	COVID-19 Update on Response / Recovery Plan	Public Services Board Annual Report		Active Travel Consultation Process	Children & Young People's Rights Scheme Annual Progress Report	Homelessness Strategy / Action Plan – Progress
Scrutiny Performance Panel Progress Reports		Education		Service Improvement & Finance	Joint Social Services	Development & Regeneration
Pre-decision Scrutiny			Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy		Business Case for Relocation of Civic Centre	
Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recommendations						
Scrutiny Reports to Council				Draft Scrutiny Annual Report 2019/20		Scrutiny Dispatches Impact Report

ACTIVITY	18 May 2021	June 2021	July 2021	August 2021	September 2021	October 2021
Scrutiny Work Programme	Work Programme Review					
Cabinet Member Question & Answer Sessions						
Specific Cabinet Member / Officer Reports	<ul style="list-style-type: none"> • COVID-19 • Crime & Disorder Scrutiny - Safer Swansea Community Safety Partnership 	Public Services Board	COVID-19	Delivery of Corporate Priority – Tackling Poverty	COVID-19	Annual Corporate Safeguarding Report
Scrutiny Performance Panel Progress Reports	Natural Environment	Education	Service Improvement & Finance	Child & Family Services	Adult Services	Development & Regeneration
Pre-decision Scrutiny						
Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recommendations						
Scrutiny Reports to Council			Scrutiny Dispatches Impact Report			Scrutiny Dispatches Impact Report

* denotes extra meeting

To be scheduled:

Cabinet Members to report on and answer questions on the following portfolio responsibilities:

- Brexit (Cllr Rob Stewart)
- Business & City Promotion (Cllr Robert Francis-Davies)
- Tourism, Destination Management, and Marketing (incl. Working Group follow up) (Cllr Robert Francis-Davies)
- Highways & Engineering, Infrastructure Repairs and Maintenance (Cllr Mark Thomas)
- Litter and Community Cleansing (Cllr Mark Thomas)
- Parking Policy, Control & Enforcement (Cllr Mark Thomas)
- Energy Policy (incl. Generation, Supply & District Heating) (Cllr Andrea Lewis)

Appendix 3 – Cabinet Forward Plan

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Revenue and Capital Budget Monitoring 3rd Quarter 2020/21.	To note any significant variations from the agreed budget 2020/21 and savings plan and the actions planned to achieve a balanced budget.	Ben Smith	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	18 Feb 2021	Open
Swansea Central Area - Regenerating Our City for Wellbeing and Wildlife.	The Council and Natural Resources Wales have developed a green infrastructure strategy for the Swansea Central Area. It aims to create a greener, distinctive destination city with an increased high quality, more biodiverse natural environment, which is more resilient and livable, better adapted to climate change, and better for people and wildlife.	Penny Gruffydd	Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	18 Feb 2021	Open

Appendix 3 – Cabinet Forward Plan

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Castle Square Regeneration FPR7.	Development managers have been appointed to deliver a phased regeneration programme for Castle Square from initial feasibility, through to design and implementation. This report summarises the feasibility study, initial scheme cost, professional fees and programme, and seeks a budget and authorisation to progress to detailed design and planning stage.	Gail Evans	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	18 Feb 2021	Open
Cultural Services Covid-19 External Funding Paper.	To report on and gain retrospective agreement for external grant funding received by Cultural Services in connection with Welsh Govt's cultural sector COVID-19 recovery funding.	Tracey McNulty	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	18 Feb 2021	Open

Appendix 3 – Cabinet Forward Plan

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
<p>Recommendation for the Treatment of Rents at Swansea Market for Implementation from the End of The Last Concession Period (16 November 2020) To The End Of The 2020/21 Financial Year.</p> <p>Page 176</p>	<p>Since the COVID pandemic, Swansea Market Traders have been granted a range of different rent concessions. These concessions ended on 15 November 2020. With the continuation of the pandemic and its impact on retailers, it is recommended that a standard approach to Swansea Market rents is agreed and implemented until the end of the 2020/21 financial year.</p> <p>The report explains this recommended approach and the financial implications for Cabinet to review.</p>	Sarah Lawton	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	18 Feb 2021	Open
<p>Approval of Swansea Bay City Deal Funding Agreements.</p>	<p>For Cabinet to approve the Funding Award letter and the terms and conditions of the second and third tranche of WG and UK Govt funding for the SBCD and the Funding Agreements for release of monies.</p>			Cabinet	18 Feb 2021	Open

Appendix 3 – Cabinet Forward Plan

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Business Case for Relocation of the Civic Centre.	Business Case outlining the proposal to relocate from the Civic Centre to a new Public Sector Hub on the Phase 2 City Centre Regeneration site and various other Council buildings across the County.	Geoff Bacon	Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	18 Mar 2021	Open
Annual Review Of Charges (Social Services) 2020/21.	This report sets out the annual review of Swansea Council's charges (social services), providing a transparent framework for the setting of charges and the application of allowances to citizens who receive managed care and support, provided or arranged by the council.	Simon Jones	Cabinet Member - Adult Social Care & Community Health Services	Cabinet	18 Mar 2021	Open
Community Asset Transfer – Swansea Community Farm.	To enable the Community Farm to further invest in the facilities without fear of the useful life of investments being cut short and give them the ability to apply for the maximum number of grants available a 125 year lease is considered appropriate in this case.	Sue Reed	Cabinet Members - Supporting Communities	Cabinet	18 Mar 2021	Open

Appendix 3 – Cabinet Forward Plan

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Additional Capital Allocation to Highway Infrastructure Assets 2021-22.	To confirm the Capital work programmes for highway infrastructure assets	Bob Fenwick	Cabinet Member - Environment Enhancement & Infrastructure Management	Cabinet	18 Mar 2021	Open
Disabled Facilities & Improvement Grant Programme 2021/22.	To provide details of Disabled Facilities & Improvement Grant Programme and to seek approval to include schemes in the 2021/22 Capital Programme.	Darren Williams	Cabinet Member - Homes, Energy & Service Transformation (Deputy Leader)	Cabinet	18 Mar 2021	Open
Building Capital Maintenance Programme 2021/22.	This report sets out the way in which the Capital Maintenance resources for 2021/22 will be deployed.	Nigel Williams	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	18 Mar 2021	Open
Increased Planned Places at Ysgol Pen-y-bryn.	A report to request the approval of Cabinet to consult on a proposal to increase the planned places at Ysgol Pen-y-bryn special school to meet increasing demand.	Kelly Small	Cabinet Member - Education Improvement, Learning & Skills	Cabinet	18 Mar 2021	Open

Appendix 3 – Cabinet Forward Plan

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Black Lives Matter Response of Place Review.	During 2020, the Authority's Cultural Service was tasked with conducting a review into existing street and place names, statues and monuments, in response to the Black Lives Matter Council Motion. The Report outlines the approach and findings of this review, with a set of recommended next steps.	Kim Collis, Tracey McNulty	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	18 Mar 2021	Open
Swansea Economic Recovery Action Plan.	The report presents the Economic Recovery Action plan for Swansea, which is a working document setting out the actions we need to take to support the recovery of the local economy from the covid-19 pandemic.	Clare James	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	18 Mar 2021	Open
71 and 72 The Kingsway – Contract Award Report and Business Case (FPR7).	The report sets out the commercial business case and recommendations for contract award	Gareth Hughes	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	18 Mar 2021	Fully exempt
Update Management Report on Swansea Airport.	Update management report to demonstrate the progress of improvements at Swansea Airport.		Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	18 Mar 2021	Fully exempt

Appendix 3 – Cabinet Forward Plan

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Leisure Partnerships Annual Report 2019/2020.	To advise Cabinet of the partnership operations of key facilities within the Cultural Services portfolio.	Jamie Rewbridge	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	15 Apr 2021	Open

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
PERFORMANCE PANELS:												
Service Improvement & Finance (monthly) Lead Scrutiny Councillor: Chris Holley Lead Scrutiny Officer: Michelle Roberts / Emily Davies Lead Cabinet Member: Rob Stewart / Andrew Stevens Lead CMT: Adam Hill / Ben Smith Lead Head of Service: cross-cutting		9	14	20	17 Budget	8	12	10				
Education (monthly) Lead Scrutiny Councillor: Lyndon Jones Lead Scrutiny Officer: Michelle Roberts Lead Cabinet Member: Jennifer Raynor Lead CMT: Helen Morgan-Rees Lead Head of Service: cross-cutting	22	19	17	21	16 Budget	18	22	13				
Adult Services (every 6 weeks) Lead Scrutiny Councillor: Sue Jones Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Clive Lloyd Lead CMT: Dave Howes Lead Head of Service: Amy Hawkins / Helen St John	20		16 Joint with CFS	26 Joint with CFS	15 Budget Joint with CFS	9	20					
Child & Family Services (every 6 weeks) Lead Scrutiny Councillor: Paxton Hood-Williams Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Elliot King Lead CMT: Dave Howes Lead Head of Service: Julie Davies	28		16 Joint with Adult	26 Joint with Adult	15 Budget Joint with Adult	24		5				

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Development & Regeneration (every 2 months) Lead Scrutiny Councillor: Jeff Jones Lead Scrutiny Officer: Liz Jordan / Emily Davies Lead Cabinet Member: Rob Stewart / Robert Francis-Davies Lead CMT: Martin Nicholls Lead Head of Service: Phil Holmes		3		12 25*	16 Budget	2		11				
Natural Environment (every 2 months) Lead Scrutiny Councillor: Peter Jones Lead Scrutiny Officer: Brij Madahar / Emily Davies Lead Cabinet Member: David Hopkins Lead CMT: Martin Nicholls Lead Head of Service: cross-cutting						22						
WORKING GROUPS:												
Topic 1 - Workforce Lead Scrutiny Councillor: Cyril Anderson Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: David Hopkins / Clive Lloyd / Andrew Stevens Lead CMT: Adam Hill Lead Head of Service: Sarah Lackenby						29						
Topic 2 – Digital Inclusion Lead Scrutiny Councillor: Lesley Walton Lead Scrutiny Officer: Michelle Roberts Lead Cabinet Member: Andrew Stevens Lead CMT: Adam Hill Lead Head of Service: Sarah Lackenby								11				

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Topic 3 – Bus Services Lead Scrutiny Councillor: tbc Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Mark Thomas Lead CMT: Martin Nicholls Lead Head of Service: Stuart Davies												
Topic 4 – Healthy City Lead Scrutiny Councillor: tbc Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Clive Lloyd / Robert Francis-Davies Lead CMT: Martin Nicholls? Dave Howes? Lead Head of Service: Tracey McNulty												
REGIONAL SCRUTINY:												
ERW - Education through Regional Working (quarterly) Lead Scrutiny Councillors: Lyndon Jones / Peter Black Lead Scrutiny Officer: Michelle Roberts Lead ERW: Ian Altman / Greg Morgan /Gareth Morgans Lead Cabinet Member: Jennifer Raynor Lead CMT: Helen Morgan-Rees Lead Head of Service: Regional Lead: Phil Roberts (Lead Director for ERW)		26				1						

Appendix 4a

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Swansea Bay City Region Joint Scrutiny Committee (every 2 months) Lead Scrutiny Councillor: Rob James (Carmarthenshire Council) Swansea Scrutiny Councillors: Jan Curtice / Phil Downing / Jeff Jones Lead Scrutiny Officer: Stacy Curran, Neath Port Talbot Council Lead Cabinet Member: Rob Stewart Lead CMT: Phil Roberts / Martin Nicholls Lead Head of Service: Phil Holmes	12				2			25		20		14

* denotes extra meeting

Progress Report – Current Scrutiny Panels and Working Groups

1. Inquiry Panels:

These will undertake in-depth inquiries into specific and significant areas of concern on a task and finish basis, and will be expected to take around six months to complete to enable wide-ranging evidence gathering, and production of a final report with conclusions and recommendations for Cabinet (and other decision-makers).

a) **Procurement** (convener: Cllr Chris Holley)

Key Question: What is the Council doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices?

Progress Bar:

Planning				Evidence Gathering				Draft Final Report			

The Procurement Pre-Inquiry Working Group originally met on 24 October 2019 for an overview / briefing on the subject matter. This helped Councillors to be informed about how scrutiny can contribute to improvement and the focus, scale and direction of any inquiry. The Panel agreed to undertake an inquiry and the Terms of Reference were agreed. The inquiry work was then placed on hold pending recruitment of Scrutiny Officer / available resources.

The Inquiry Panel will now resume and, given the passage of time and impact of the pandemic, will initially meet to review the key question and terms of reference and amend as necessary.

The inquiry may take up to six months to complete, as it will call for wide ranging evidence, and will lead to a report with conclusions and recommendations that will be presented to Cabinet.

2. Follow Up on Completed Inquiries:

Follow-ups of inquiries will consider both the implementation of scrutiny recommendations and wider impact / difference made. Inquiry Panels are reconvened between 6-12 months after cabinet decision on Inquiry reports.

Inquiry	Cabinet Decision	Recommendations			Follow Up Panel Meeting
		Agreed	Partly	Rejected	
Equalities	21 Nov 2019	18	0	0	28 Jan 2021 Further follow up tba Nov 2021

3. Performance Panels:

Performance Panels enable regular and structured in-depth monitoring of performance and challenge within these key areas:

a) **Service Improvement & Finance** (convener: Cllr Chris Holley)

The Panel meets every month. A progress report appears separately in the agenda as Item No. 6.

b) **Education** (convener: Cllr Lyndon Jones)

Due to current pressures on the Education Department, the Panel agreed to put all items from the January and February meetings back to later in the year, apart from a verbal Covid-19 update on the 21 January and the Annual Budget as it relates to Education on 16 February.

c) **Adult Services** (convener: Cllr Susan Jones)

This Panel meets every 6 weeks. Due to the pressures of the Covid-19 Pandemic, a Joint Social Services Panel meeting was held in December and January to receive an update on management of Covid-19 and discuss performance monitoring reports. The Joint Panel will meet again in February and will receive an update on management of Covid-19 and discuss the draft budget proposals for both areas. It is currently planned for separate Panel meetings to recommence in March 2021.

d) **Child & Family Services** (convener: Cllr Paxton Hood-Williams)

This Panel meets every 6 weeks. See Adult Services above.

e) **Development & Regeneration** (convener: Cllr Jeff Jones)

This Panel generally meets every two months, although there have been two extra meetings so far this year. During January, the Panel met to discuss usual progress under the 'Dashboard Report' and also received an update on Commercial Opportunities in Rural Areas. An extra meeting was also held during January, during which Members discussed the ATG Contract relating to the operation of Swansea Arena. The Panel is due to meet again in February for an extra session surrounding the budget. Meetings will then continue every two months from March.

f) **Natural Environment** (convener: Cllr Peter Jones)

This Panel is scheduled to meet every two months, although there has been some disruption to this schedule during recent months due to pressures on the Council / Officer resources. It is anticipated that a Panel meeting will take place in February / March, providing an update

on the work of the Nature Conservation Team, including feedback on current / future projects, funding position and successful programmes.

4. Regional Scrutiny:

This is collaborative scrutiny with other Local Authorities for topics / issues of shared interest or concern, and models of regional working.

a) Education Through Regional Working

The Scrutiny Councillor Group met remotely on 26 November 2020. They met with the Chair of the Lead Chief Executive and the Managing Directors to discuss the effects of Covid on the business of ERW and progress with ERW reform programme. They also discussed the business plan and risk register. The next meeting will take place on 1 March 2021.

b) Swansea Bay City Region City

The Joint Scrutiny Committee met on 2 February to continue City Deal programme monitoring. There was specific discussion on the Life Science & Well-being Campuses Project, Pentre Awel Project, as well as update on City Deal funding / finances. The Committee is expected to meet again on 25 May 2021.

5. Working Groups:

A number of new topics have been identified which will be dealt with through one-off Working Groups. These enable a 'light-touch' approach to specific topics of concern and will be planned as a one-off meeting (in the order shown below) primarily involving discussion with relevant cabinet member(s) / officer(s), and any other persons called, to gather information, ask questions, and give views / raise any concerns.

a) Workforce (convener: Cllr Cyril Anderson)

This Working Group will meet on 29 March 2021 to enable information, questions and discussion on how the Council supports health & well-being of staff; issues around home working; staff sickness; staff turnover; use of agency staff and pressures.

b) Digital Inclusion (convener: Cllr Lesley Walton)

This Working Group will meet on the 11 May. This will enable information, questions and discussion, following up on previous scrutiny discussion around digital transformation, the Council's digital inclusion strategy, and how well prepared both the Council and the public is to use and communicate / engage with increasing dependency on digital technology and interaction, to avoid exclusion / poor access.

c) **Bus Services** (convener: tbc)

This will enable information, questions and discussion about bus network coverage and levels of service; community transport provision; integration with other forms of transport, etc.

d) **Healthy City** (convener: tbc)

This will enable information, questions and discussion on Swansea as a healthy city, exploring in particular the provision, and promotion of, outdoor sport and activities and opportunities for young people, etc.

Reserve List:

- Road Safety
- Active Travel
- Accessibility for the Disabled / Elderly

Agenda Item 11



Report of the Chair

Scrutiny Programme Committee – 16 February 2021

Scrutiny Letters

Purpose:	To ensure the Committee is aware of the scrutiny letters produced following various scrutiny activities, and to track responses to date.
Content:	The report includes a log of scrutiny letters produced this year, and provides a copy of correspondence between scrutiny and cabinet members where discussion is required.
Councillors are being asked to:	<ul style="list-style-type: none">• Review the scrutiny letters and responses• Make comments, observations and recommendations as necessary
Lead Councillor:	Councillor Peter Black, Chair of the Scrutiny Programme Committee
Lead Officer:	Tracey Meredith, Chief Legal Officer
Report Author:	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: brij.madahar@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

- 1.1 The production of scrutiny letters has become an established part of the way scrutiny operates in Swansea. Letters from the chair (or conveners) allow scrutiny to communicate directly and quickly with relevant cabinet members.
- 1.2 These letters are used to convey views and conclusions about particular issues discussed and provide the opportunity to raise concerns, ask for further information, and make recommendations. This enables scrutiny to engage with Cabinet Members on a regular and structured basis.

2. Reporting of Letters

- 2.1 All scrutiny letters, whether they are written by the Scrutiny Programme Committee or conveners of Panels / Working Groups, are published to ensure visibility, of the outcomes from meetings, across the council and public.
- 2.2 The Scrutiny Programme Committee agenda also includes a copy of letters to/from Cabinet Members where specific discussion is required, e.g. letters relating to the Committee, Working Groups, and Inquiry Panel follow ups. Letters are included when cabinet member responses that were awaited are received or where a scrutiny letter did not require a response.
- 2.3 Where requested Cabinet Members are expected to respond in writing to scrutiny letters within 21 calendar days. The response should indicate what action (if any) they intend to take as a result of the views and recommendations made.
- 2.4 Letters relating to the work of Performance Panels are part of an ongoing dialogue with Cabinet Members and are therefore reported back and monitored by each Panel. However all Performance Panel conveners will provide a progress report to the Committee, including summary of correspondence with Cabinet Members and outcomes.

3. Letters Log

- 3.1 This report contains a log of scrutiny letters produced to enable the committee to maintain an overview of letters activity over the year – see **Appendix 1**. The letters log also shows the average time taken by Cabinet Members to respond to scrutiny letters, and the percentage of letters responded to within timescale.
- 3.2 The following letter(s), not already reported to the Committee, are **attached** for discussion:

2	Activity	Meeting Date	Correspondence
a	Committee – Q & A Session	19 Jan	Letter to Leader / Cabinet Member for Economy, Finance & Strategy
b	Equalities Inquiry Follow Up	28 Jan	Letter to Cabinet Member for Better Communities

- 3.3 The Committee should note the outcome of the Equalities Inquiry follow up meeting, which looked at progress with implementation of scrutiny recommendations and impact of the inquiry. Although some good progress was acknowledged by the Panel, which was convened by Councillor Lyndon Jones, it was felt necessary to convene a further

follow up meeting, around November 2021, which will allow the Panel to better consider and assess progress made and the impact of the inquiry, before formal monitoring is concluded.

4. Legal Implications

4.1 There are no legal implications.

5. Financial Implications

5.1 There are no financial implications.

Background Papers: None

Appendices:

Appendix 1: Scrutiny Letters Log

Appendix 2: Correspondence between scrutiny and cabinet members

Scrutiny Letters Log (2020-2021)

Ave. Response Time (days): 22 (target within 21 days) % responses within target: 56

No.	Committee / Panel / Working Group	Meeting Date	Main Issue(s)	Cabinet Portfolio	Letter Sent	Response Received	Days Taken
1	Service Improvement & Finance Performance Panel	21-Sep	Annual Performance Monitoring Report 2019/2020	Business Improvement & Performance	02-Oct	23-Oct	21
2	Natural Environment Performance Panel	01-Sep	COVID-19 impacts, issues and environmental lessons	Joint Environment Enhancement & Infrastructure Management and Delivery & Operations	05-Oct	30-Oct	25
3	Natural Environment Performance Panel	01-Sep	Follow Up - Natural Environment Scrutiny Inquiry	Delivery & Operations	05-Oct	n/a	n/a
4	Natural Environment Performance Panel	01-Sep	Local Flood Risk Management	Environment Enhancement & Infrastructure Management	05-Oct	n/a	n/a
5	Development & Regeneration Performance Panel	14-Sep	Project Update Report	Economy, Finance & Strategy (Leader)	06-Oct	04-Nov	29
6	Child & Family Services Performance Panel	16-Sep	Update on COVID-19 in relation to Child & Family Services	Children Services - Early Years	07-Oct	n/a	n/a

7	Education Performance Panel	22-Oct	Update on COVID-19 in relation to Education and opening of schools, work planning.	Education Improvement, Learning & Skills	03-Nov	n/a	n/a
8	Education Performance Panel	22-Oct	Thank you to Education and Schools to Director	Education Improvement, Learning & Skills	03-Nov	n/a	n/a
9	Adult Services Performance Panel	20-Oct	Performance Monitoring and Sickness Levels in Adult Services and work planning	Adult Social Care & Community Health Services	04-Nov	25-Nov	21
10	Child & Family Services Performance Panel	28-Oct	WAO Report follow up review of corporate arrangements for safeguarding of children in Swansea	Children Services	16-Nov	n/a	n/a
11	Development & Regeneration Performance Panel	03-Nov	City Centre developments, dashboard updates	Economy, Finance & Strategy (Leader)	19-Nov	18-Dec	29
12	Development & Regeneration Performance Panel	03-Nov	Dashboard Report (Active Travel) and Landore Metro	Environment Enhancement & Infrastructure Management	19-Nov	27-Nov	8
13	Service Improvement & Finance Performance Panel	09-Nov	Q1 Budget Monitoring Report, Review of Revenue Reserves, Mid Term Budget Statement	Economy, Finance & Strategy (Leader)	25-Nov	14-Dec	19

14	Service Improvement & Finance Performance Panel	09-Nov	Recycling and Landfill Annual Performance Monitoring Report 2019/20	Environment Enhancement & Infrastructure Management	25-Nov	n/a	n/a
15	Committee	17-Nov	COVID-19 response & recovery	Economy, Finance & Strategy (Leader)	03-Dec	n/a	n/a
16	Education Performance Panel	19-Nov	Waun Wen Primary School and Elective Home Education	Education Improvement, Learning & Skills	09-Dec	n/a	n/a
17	Natural Environment Performance Panel	11-Dec	Progress against delivery of corporate objectives and the Council's Climate Emergency action plan.	Joint	31-Dec		
18	Committee	15-Dec	PSB Annual Report	Chair of Public Services Board	08-Jan	n/a	n/a
19	Service Improvement & Finance Performance Panel	14-Dec	Equality Plan Review 2019/20	Better Communities	11-Jan	01-Feb	21
20	Joint Social Services Performance Panel	16-Dec	Update on Management of Covid-19	Adult Social Care & Community Health Services	11-Jan	n/a	n/a
21	Education Performance Panel	17-Dec	Swansea Skills Partnership and Covid update	Education Improvement, Learning & Skills	12-Jan	03-Feb	22
22	Committee	19-Jan	Cabinet Member Q & A Session	Economy, Finance & Strategy (Leader)	01-Feb	n/a	n/a

23	Education Performance Panel	21-Jan	Update on Covid Recovery Plan in Education	Education Improvement, Learning & Skills	02-Feb		
24	Development & Regeneration Performance Panel	12-Jan	Dashboard Report	Economy, Finance & Strategy (Leader)	02-Feb		
25	Development & Regeneration Performance Panel	12-Jan	Commercial Opportunities in Rural Areas	Better Communities	02-Feb		
26	Service Improvement & Finance Performance Panel	20-Jan	Budget proposals / Q2 Budget Monitoring Report	Economy, Finance & Strategy (Leader)	08-Feb	n/a	n/a
27	Service Improvement & Finance Performance Panel	20-Jan	Q1 Performance Monitoring Report	Business Improvement & Performance	08-Feb		
28	Equalities Inquiry Panel	28-Jan	Impact/follow up on recommendations agreed	Better Communities	08-Feb	n/a	n/a
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**To/
Councillor Rob Stewart
Cabinet Member for Economy,
Finance & Strategy (Leader)**

BY EMAIL

cc: Cabinet Members

*Please ask for:
Gofynnwch am:*

*Direct Line:
Linell Uniongyrochol:*

*e-Mail
e-Bost:*

*Our Ref
Ein Cyf:*

*Your Ref
Eich Cyf:*

*Date
Dyddiad:*

Scrutiny

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SPC/2020-21/4

01 February 2021

Summary: This is a letter from the Scrutiny Programme Committee to the Cabinet Member following the meeting of the Committee on 19 January 2021. It is about COVID-19, Brexit, Council Budget, Partnership / Regional Working, and City Centre Regeneration. A response is not required.

Dear Councillor Stewart,

Cabinet Member Question Session – 19 January

Thank you for attending the Scrutiny Programme Committee on 19 January 2021 and answering questions on your work as Leader and Cabinet Member for Economy, Finance & Strategy.

The Q & A session gave us an opportunity to explore priorities and achievements in relation to your areas of responsibility. We appreciate you providing a written paper in support of your appearance at the Committee meeting, which focused on current key areas of local and national significance.

Overall, you reflected on an unprecedented last nine months and the numerous challenges faced by the Council and the people of Swansea during the pandemic. You praised the tireless work of Council staff, recognising in particular the support you have had from the Chief Executive and senior management team, as well as from Cabinet colleagues. Despite the pressures and the pain the pandemic has brought, you were positive and optimistic about the future.

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This letter reflects on what we learnt from the discussion, shares the views of the Committee, and highlights any outstanding issues / actions for your response - main issues summarised below.

COVID-19 Latest

When the Committee last discussed the COVID-19 situation with you in November, the discussion was about rising rates of infections, the impact of local restrictions and national firebreak, and a challenging winter ahead with concerns of a possible second wave of COVID-19 and obvious impacts. However, there was also hope with the development of vaccines. We now of course find ourselves in a further lockdown due to high rates of infection and pressures on health services, and the consequences of a new variant of the virus circulating in the UK. At the same time, the roll out of a mass vaccination programme is underway, following the approval of the Pfizer/BioNTech and Oxford-AstraZeneca vaccines.

The Committee asked about progress with the vaccination programme and the support the Council is providing to health partners to help deliver as many vaccinations as possible and as quickly as possible. At our meeting, we heard that close to 21,000 people in the priority groups in Swansea had now been vaccinated, utilising all available vaccines. We note that there are now three max vaccination centres: Bay field hospital (with capacity to administer 1500 vaccines per day); Margam Orangery (600 per day), and Canolfan Gorseinon Centre which has just opened (300 per day). In addition, all 49 GP surgeries across the Swansea Bay University Health Board area are now participating in the programme.

You reported good progress with the vaccination of care home residents and staff, and that overall things were on track to complete vaccination of the first four priority groups by mid-February. The Committee was pleased to hear of the progress made and supported all efforts to make sure the vaccine is delivered effectively in Swansea, and facilitated as much as possible by the Council. We are aware of recent concerns about the Welsh Government's handling of the rollout and distribution of vaccines, but hope we are now heading in the right direction.

Committee members did ask whether a local drive-through vaccination centre has been considered, that could benefit the overall effort. We understood that this has been ruled out at this stage, given the centres that have been established, all working to a high throughput, and taking into account specific requirements that need to be met.

The Committee also asked you about any reflection on the Council's local emergency planning arrangements and preparedness. You welcomed any review of that in due course as Swansea recovers, but were proud of the response and reflected on swift action taken at the start of the pandemic last March. For example, the realignment of Council services, the move to remote

working, the repurposing of schools as emergency settings, and the delivery of community support for the most vulnerable and other aid. We heard that Council preparations for a 'no-deal' Brexit had in fact made the Council more alert and ready in terms of emergency planning. A member not on the Committee had asked us to raise with you whether, in light of the current pandemic, a Joint Resilience Committee with Neath Port Talbot ought to be re-established, that better engages councillors in emergency planning. I think you argued that regional resilience structures were in place and operating effectively. You informed the Committee that there is a well-established South Wales Local Resilience Forum, made up of Local Authorities, emergency services and other responders, which help coordination and cooperation in the area.

Given the scale of the emergency, you pointed to the likelihood of national reviews or inquiries being undertaken at some point that will no doubt have lessons for the future. In addition to ongoing scrutiny, the Committee hopes that as part of the Council's recovery plan there is space and time for local reflection by Cabinet / Corporate Management Team.

Brexit

The Committee asked about latest assessments and projections regarding implications for Swansea in light of the deal agreed between the UK and EU at the end of December. You stated that it was still early days into the deal, but previous estimates commissioned by the WLGA on the economic impact, looking at best case and worse case scenarios, would suggest a significant financial hit estimated to be around £1.5bn for Wales. You felt the immediate impact was currently masked by the pandemic.

Committee members had previously shared with you concerns about the loss of EU funding and support to Swansea and the region, and the need to ensure a fair share of the UK Shared Prosperity Fund that we understood would replace it. There seems to be continued uncertainty around this funding for Wales and our area, and we asked whether you knew any more about this. Unfortunately, you did not, and shared our concern at the lack of detail and assurance for Wales about the future position, given promises that we would not be a penny worse off from what we would have expected from EU funding.

We briefly touched on a couple of other aspects of the EU exit and possible implications locally, including the disappointing end of our membership of the ERASMUS international education exchange programme, and the effect it may have on our twinning links with EU cities including Mannheim in Germany. You felt that our innovative Universities would find a way to find alternative ways to enable international exchanges and added that any opportunities to strengthen ties with Mannheim and other twin cities would be explored, in particular around turning those friendships into more active economic relationships. There was also some concern at the prospect of the

weakening of workers' rights following Brexit, which we would hope would be strongly opposed by this Council.

We can see that a report is scheduled for Council discussion in March on the implications for Swansea from the EU Exit Deal, which councillors look forward to seeing.

Council Budget

You told us about the unique challenges to finances faced during the pandemic and the need to flex the budget since it was agreed last March. With the unknown potential effects of Brexit, the massive disruption of COVID-19, and late decisions on budgets in London and Cardiff, the Committee asked about the Council's confidence in being able to set a sound budget for 2021/22.

Despite the challenges, you were confident of the Council's ability to set a balanced budget by March, in no small part due to the remarkable work of the Chief Finance Officer and finance staff. You were grateful for the Welsh Government's indicative budget settlement, which earmarks an uplift of around £22m for Swansea. One of the issues however was delay to the long-term Comprehensive Spending Review, which would help us to plan better.

We noted that Cabinet has now published its budget proposals paper, which is now out for public consultation. The budget will be subject to detailed scrutiny led by our Service Improvement & Finance Scrutiny Performance Panel in February. Monitoring of the budget and outturn in the first quarter of 2021 will of course provide scrutiny with a clearer picture of council finances.

Partnership / Regional Working

The Committee asked about the continuing development of partnership and regional working, and opportunities to strengthen further, for example where there are still local arrangements in place such as the Public Services Board. You were asked whether it would be more effective and more focussed if there is greater coordination between the Swansea PSB, Neath Port-Talbot PSB and West Glamorgan Regional Partnership Board.

You assured the Committee that regional working is under constant review to ensure arrangements are streamlined and effective. Where necessary regional arrangements would be developed if there were a shared desire and commitment across organisations. For example, changes are afoot for the ERW regional school improvement consortium, with a likely move to the City Deal regional footprint. The advent of Corporate Joint Committees also requires us to reflect on regional arrangements, and whether existing structures are fit for purpose and have clear arrangements for accountability through scrutiny.

City Centre Regeneration

Committee members welcomed the news that almost 467 full-time equivalent jobs are to be created at the Swansea Arena, in a range of areas that ATG, are looking for, to help them operate the Arena. This is a great boost to the local economy, and we hope that many of the opportunities available will be recruited locally.

The demise of Debenhams is course a concern, both for the city centre and for those who have lost their job. Any opportunities arising from the Arena and associated development are going to be vital. You told the Committee that Swansea was leading the way in terms of jobs growth in Wales, and despite current challenges, there was a positive picture beyond COVID and Brexit.

You assured us that the Council will do all it can to support Debenhams locally but these were national decisions. Since our meeting, it has been confirmed that all stores will close permanently following a deal with the online fashion retailer, Boohoo, which will see the Debenhams relaunch as an on-line operation only.

Your Response

We hope that you find the contents of this letter useful and would welcome any comments, however we do not expect you to provide a formal response.

Yours sincerely,



COUNCILLOR PETER BLACK

Chair, Scrutiny Programme Committee

✉ cllr.peter.black@swansea.gov.uk



To:
Councillor Louise Gibbard
Cabinet Member for Better Communities

CC: Cllr Alyson Pugh

BY EMAIL

Please ask for:
Gofynnwch am:

Michelle Roberts

Scrutiny Office
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Uniongyrchol:

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Date
Dyddiad:

8 February 2021

Summary: This is a letter from Equalities Scrutiny Inquiry Panel to the Cabinet Member for Better Communities following the meeting of the Panel on 28 January to look at impact and progress with the recommendations arising from the Equalities Scrutiny Inquiry.

Dear Cllr Gibbard,

Equalities Scrutiny Inquiry Panel – 28 January 2021

We would like to thank you, Lee Wenham the Head of Communications and Marketing and Rhian Millar the Consultation Co-ordinator, for attending our meeting. We are writing to you to reflect on what we learnt from the discussion and to share the views of the Panel.

You updated us on the current position and progress made with regard to the recommendations contained in the Equalities Scrutiny report including that:

- A new Strategic Equality Plan for 2020/24 was developed and published in April 2020. The plan was developed in line with Equality and Human Rights Commission guidance and that it incorporates the key recommendations from the Equalities Scrutiny Inquiry.
- A new Strategic Equality and Future Generation Board has been established in Swansea. The Board will have a key responsibility for the actions and recommendations within the Strategic Equality Plan and Equalities Scrutiny Inquiry. The Board will also have responsibility for the Future Generations (especially the seven areas of change identified by the Act). You told us that this a key change in the structure to the delivery of Equalities and Future Generations across the

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Council. A post to support the Board has also been approved and an appointment will be made in the coming months.

- Covid has opened up avenues of new opportunity including the increased use of virtual contact, engaging and consulting the public. Many lessons have been learnt from these new ways of working.
- The Covid-19 pandemic has brought significant challenges to the Council. During the past 10 months officers have had to shift focus to ensure that Council services were maintained and those most vulnerable were supported during the crisis. This switch in focus has resulted in some areas of work being put on hold or suspended which has affected how some of the actions have been progressed to date.
- As a result there are a number of recommendations that have not been completed and some that will be ongoing.

The Panel agreed that there has been positive progress with the recommendations especially with the creation of the new Equality and Future Generations Board and associated support. This and the other work done so far should provide a good foundation for moving forward and in driving improvements in the medium and longer term. The Panel agreed to meet again in November 2021 to look in more detail at the progress made and impact of the inquiry.

Your Response

We look forward to hearing more about progress in November and would welcome any updates you may have by email along the way. We hope you find this letter useful and informative and welcome your comments on any of the issues raised but do not on this occasion require a formal written response.

Yours sincerely

COUNCILLOR LYNDON JONES

Convener, Equalities Scrutiny Inquiry Panel

Cllr.lyndon.jones@swansea.gov.uk

Agenda Item 12



Scrutiny Programme Committee – 16 February 2021

Date and Time of Upcoming Scrutiny Panel Meetings

16 February – 15 March

- a) 16 February at 1.00pm – Development & Regeneration Scrutiny Performance Panel
- b) 16 February at 2.00pm – Education Scrutiny Performance Panel
- c) 17 February at 10.00am – Service Improvement & Finance Performance Panel
- d) 1 March at 2.00pm – Education Through Regional Working (ERW) Scrutiny Councillor Group
- e) 2 March at 10.00am – Development & Regeneration Scrutiny Performance Panel
- f) 8 March at 10.00am – Service Improvement & Finance Performance Panel
- g) 9 March at 4.00pm – Adult Services Performance Panel

Meetings will be held remotely via MS Teams