



Council – 9 November 2023

## Councillors' Questions

### Part A – Supplementaries

1	<p><b>Councillors Lyndon Jones &amp; Francesca O'Brien</b></p> <p>Recycling and refuse collection should be collected in my Bishopston Ward on a Friday each week. However, more often than not we are informed on the day that it will not be collected on the Friday but either on the weekend or like last time, at some point in the following week.</p> <p>Due to the fact that this is happening so frequently, what can be done to bring this situation back on track.</p> <p><b>Response of the Cabinet Member for Community (Services)</b></p> <p>Last minute staff absences and vehicle breakdown issues can occur county wide on any day, though they can be exacerbated on a Friday when more vehicles and staff are required to collect from the larger geographical area. It is also unfortunate that the next normal working day from Friday isn't until the Monday.</p> <p>The service area is currently exploring options to mitigate the impact of staff absences.</p>
2	<p><b>Councillors Lyndon Jones &amp; Francesca O'Brien</b></p> <p>How many external consultants have been employed by the Council since May 2022 and what has been the total cost.</p> <p><b>Response of the Cabinet Member for Corporate Services &amp; Performance</b></p> <p>A full written answer in detail will likely need to follow once the ask has been worked through thoroughly by each Directorate, as to numbers of consultants, individual spend and to clarify the definitions used. There being no legally protected definition of consultant and one questioners "consultant" definition may simply be another's "hired and contracted services" (for example where external Oracle costs have been coded to) or some of "agency" (specialist interim senior management support) or possibly "external legal" (counsels opinion).</p> <p>To aid the initial question and initial response an initial extract from the General Ledgers for both old and new Oracle has been undertaken to assess the £ value but not the number of contracts (as that isn't an extract from General Ledger) . Given the definitional issues referred to above that may overstate some costs or miss some cost of whatever preferred definite of consultancy is adopted</p> <p>Due to the ambitious and exciting capital programme the Council has been fortunate enough to work with a number of consultants since May 2022.</p>

	<p>The total spend on consultancy showing on the consultancy General Ledger identifier code from May 2022 until September 2023 comes in at £6.6m, the majority of which is associated with capital spend (£5.2m), on projects such as the Kingsway, Schools Band B and Hafod Copperworks and COPR Bay. It should be noted that HRA spend is included within this figure.</p>
3	<p><b>Councillors Lyndon Jones &amp; Francesca O'Brien</b></p> <p>We all know that Gower and Swansea is a fantastic tourist destination that is vital for the local economy and jobs. With this in mind, will the Labour Administration rule out the introduction of a tourist tax.</p> <p><b>Response of the Cabinet Member for Investment, Regeneration &amp; Tourism</b></p> <p>Welsh Government is still in the early stages of the design and scope of a visitor levy for Wales and engagement is ongoing for this. As a Council, we can only consider our options once we have a fuller picture of how a visitor levy might impact the tourism economy locally. As it stands, Welsh Government will propose a draft bill to the Senedd in Autumn 2024.</p>
4	<p><b>Councillor Chris Evans</b></p> <p>In the Planning training regarding 5G masts we received this month, it was advised that planning Officers are only able to look at siting and visual impact if the Pre Notice Application is ICNIRP compliant. It is my opinion that this guidance from Welsh Government is not Future Generations Act compliant as it completely ignores a wealth of scientific evidence and data on the effects of frequencies and ionizing radiation on our insect and bird populations.</p> <p>Are Planning Officers able to question why this was ignored in the guidance from Welsh Government, and can they factor it in when making decisions. Is there any way to refer the guidance back to Welsh Government to amend and make it Future Generations compliant.</p> <p><b>Response of the Cabinet Member for Corporate Services &amp; Performance</b></p> <p>Welsh Government has granted extensive Permitted Development Rights for Telecommunications Development. This legislation makes it clear that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required to the siting and appearance of the development. The Local Planning Authority can therefore only consider these issues in determining the application. Furthermore, Planning Policy Wales Edition 11 (PPW 11) confirms that in considering such applications, provided that the development meets the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines, planning authorities should not consider the health aspects of mobile telecommunication equipment.</p> <p>Legislation and policy produced by Welsh Government is required to comply with the Well-being of Future Generations Act. The current permitted development result were introduced in legislation in 2019. PPW 11 was published by Welsh Government in February 2021. In the absence of any legal challenge or Court decision to the contrary, it is accepted the legislation and guidance meets with this requirement.</p>

Should the Welsh Government carry out a consultation on changes to relevant legislation, then interested parties will be able to submit any comments in response to that consultation.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. The planning system manages the development and use of land in the public interest, prioritising long term collective benefit, contributing to improving the economic, social, environmental and cultural well-being of Wales. It must reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, ensuring the sustainable management of natural resources and protecting, promoting, conserving and enhancing the built and historic environment. The goals of the Well-Being of Future Generations Act cannot be considered in isolation.

**5 Councillors Peter May, Allan Jeffrey, Stuart Rice & Sandra Joy**

The latest figures from the council website say that there are 80 charging points in 25 council owned car parks. A previous response to a council question alluded that it would be problematic to install lamp post charging points as there is only a live feed to most of them at night.

a. How many on street kerbside charging points are there in the council area for public use.

Hammersmith and Fulham council have 2,800 charging points. 2,300 of these are from lamp posts as well as stand-alone kerbside charging points. Every home or office in this council is no more than 400 metres from a charger and they have now carried out the first conversion of a petrol station into a solely electric charging station. When residents there use a charging point in a car park, there is no parking fee provided their vehicle is actively charging.

b. Have Swansea council liaised with other councils to share good practice and their success stories.

c. Do Swansea council waive parking fees for vehicles using charging points in council car parks.

UK wide grant for funding for electric charging points can be provided from a variety of sources such as ORCS (On-street Residential charge point Scheme)

d. Have the Swansea Council solely relied on Welsh Government for funding opportunities so far.

e. Are Swansea Council exploring other avenues of funding to give their small infrastructure much needed momentum.

**Response of the Cabinet Member for Service Transformation**

a. Swansea Council has not installed any kerbside charging points for public use.

Swansea Council does not permit private electric vehicle charging cables being used to charge vehicles on the highway (on-street). This is primarily due to liability issues associated with trip hazards, and there is no existing streetworks licence format which accommodates the installation of dedicated channels for charging cables. This position is repeated across all Welsh local authorities, however, it is anticipated that in time, and as coverage grows, further work can be done to progress options for residential areas without access to off-street parking. With the introduction of their new Service Desk, Transport for Wales (TfW) are increasingly providing more support and advice for local authorities to consider alternative charging options which

serve residential areas. TfW have stated their ambition to pilot on-street demonstration sites in local authority areas across Wales, and Swansea Council has already expressed interest in taking forward a potential on-street residential charging trial. It is anticipated that combining results from the EV survey and quantitative data collected from external sources will provide the evidence-base necessary to identify a potential site to undertake an on-street EV charging trial.

b. Swansea Council officers attend bi-monthly online seminars and Q&A events coordinated by TfW since its inception in April 2023. The seminars serve as a platform for local authorities to gain insights into emerging developments and tools related to the delivery of EV infrastructure in Wales. They also foster constructive dialogues and the exchange of best practices between local authorities. With these arrangements firmly established, Swansea Council is well-positioned to collaborate with other local authorities, collectively adopting best practices to expand and enhance EV charging infrastructure throughout Wales.

Swansea Council officers are scheduled to attend the first in-person Welsh Local Authority Roadshow in November. This event will feature a variety of interactive sessions aimed at engaging, educating, and equipping those involved in the planning and deployment of EV infrastructure.

Officers responded to an ASPE Network Query on lamppost EV charging in June 2023, and was granted access to all other responses made by local authorities that were engaged. This provided insights into issues and limitations with lamppost charging that were repeated across the UK.

c. Parking charges continue to apply to all users of car parks if charging is payable.

d. The charge points installed to date have been grant funded by Welsh Government, or through combining grants from Welsh Government and the Office for Zero Emission Vehicles. The Office for Zero Emission Vehicles continues to offer a limited contribution under its On-Street Residential Chargepoint Scheme (ORCS), which has reduced its contribution from 75% to 60%, meaning that a large match funding source will be required for new applications. In addition to ORCS, local authorities in England can also apply for Local Electric Vehicle Infrastructure (LEVI) funding, which has offered local authorities considerable capital grant funding in the past. Welsh local authorities apply for the Ultra Low Emission Vehicle Transformation Fund (ULEVTF).

f. Funding opportunities for Welsh local authorities are limited to the ULEVTF fund and Office for Zero Emission Vehicles. Swansea Council are exploring options for using commercial partnerships to part-fund the installation of public charge points; however, limitations remain around establishing and planning for commercial arrangements, as well as identifying points of demand, as Swansea Council currently has no dedicated resource for the rollout of EV public charging infrastructure.

**6 Councillors Peter Black, Chris Holley & Graham Thomas**

Will the Cabinet Member outline future policy on the maintenance of speed cushions on traffic-calmed roads following the implementation of the 20mph default speed limit.

**Response of the Cabinet Member for Environment & Infrastructure**

To address speed and road safety issues, traffic calming measures were introduced on many Swansea roads. These measures were funded either via WG grant,

	<p>planning requirement, or members community budget. Before implementing traffic calming, the opinions of the community were considered through a public consultation process.</p> <p>We plan to maintain traffic calming at all existing locations unless there are reasons to reconsider. When traffic calming needs maintenance or roads need resurfacing, we will undertake a technical assessment and monitor any changes in driving behaviour following the introduction of the 20mph speed limit legislation.</p> <p>We will only modify or remove traffic calming if we have solid evidence that speed is no longer a problem.</p>
7	<p><b>Councillors Lyndon Jones &amp; Francesca O'Brien</b></p> <p>How many electric charging points for cars are there now in Swansea and how many of these are fast charging.</p> <p><b>Response of the Cabinet Member for Service Transformation</b></p> <p>Swansea Council currently operates 95 charge points across 26 locations. All charge points are fast charging (7-22kW). This year 23/24 a further 30 destination charge points are planned at 14 locations including a rapid charge hub.</p>
8	<p><b>Councillors Peter Black, Wendy Fitzgerald &amp; Mary Jones</b></p> <p>What measures are taken to ensure new school build is energy efficient.</p> <p><b>Response of the Cabinet Member for Education &amp; Learning</b></p> <p>All new schools buildings are required to be Net Zero Carbon in operation, which means producing zero or negative carbon emissions as part of their operational energy.</p> <p>The first generation of schools and colleges under the new rules which were introduced in January 2021 will also be required to demonstrate a 20% reduction on the amount of embodied carbon, which is the carbon emitted through construction materials and the construction process, with further reductions required in future, in line with the Welsh Government's broader net zero carbon plans.</p> <p>New proposed buildings will also include ambitious plans for biodiversity, active travel and electric vehicle charging facilities.</p>
9	<p><b>Councillors Lyndon Jones &amp; Brigitte Rowlands</b></p> <p>The plan is to house our archives in the new hub at the old BHS building, which would make the archive more visible. However, there is real concern that the area proposed for the archive will not meet the standards required, so it would not be accredited and therefore the archive could not be stored there. Moving the archives has been on the agenda for the last six years, so if the proposed building does not meet the required standards, what is plan "b".</p> <p><b>Response of the Cabinet Members for Culture, Human Rights &amp; Equalities</b></p>

Officers are aware of concerns being raised regarding the relocation of the Archive. Considerable time and resource has been spent on trying to respond to and alleviate this concern, which is unwarranted as demonstrated by the design team and advisors to the scheme. It is worth reiterating the position.

The project working and design team for Y Storfa, has ensured the coordination of a sub-group dedicated to reviewing the proposals and designs, and specifically, the environmental conditions for West Glamorgan Archives. This group is made up of representatives from Museums Archives and Libraries and Regeneration in Welsh Government, West Glamorgan Archive Service and representatives from the National Archive Service. Further expertise has been seconded onto the design team from Chris Woods, advisor on the BS16893 which applies to the Archive, in meeting the Standards.

The most recent milestone has seen the sharing of detailed final design reports and detailed responses to all questions and supplementary queries from this group, by the design team. This report gave assurances that the design solutions align with the British Standards and stakeholders have been advised of this position to ensure there are no further delays to the Y Storfa development. To note all experts to date acknowledge that this can only be confirmed once operational and monitoring processes are in place, but there is currently no indication that a plan b is required.

However should a material change occur and this is required, then out of county fit for purpose storage will need to be secured at a similar premises eg. Glamorgan Archive at the time of repurposing the Civic Centre. To remain is not an option, as it is a life expired building and a major regeneration project. A presentation on the scheme, how the designs are confirmed as aligning with the Standards and an outline of the visitor experience, for the whole site, will be given to Members of both NPT and Swansea Council as well as the stakeholders on West Glamorgan Archive Committee in the near future.

**10 Councillor Peter May, Allan Jeffrey, Stuart Rice & Sandra Joy**

At the last council the Uplands group asked a question about temporary structures on the highway to assist businesses during COVID. In response the cabinet member stated that there were 3 remaining sites from an original 10 within the council area where there would be a formal consultation to convert the highway outside these premises to footway.

- a. What is the proposed timeline for the consultation?
- b. Have the 3 businesses been approached yet?
- c. Are these remaining sites city wide or solely in one ward?
- d. If they are in one ward how has the cabinet member proactively engaged with local members about these plans?

In the written answer, the cabinet member stated that after a year of discussions, guidance had been agreed. However, when asked if it could be circulated to members the response was that it would be "once it was available". At time of writing, the guidance has still not been circulated.

- e. What is the barrier if guidance has been agreed, to making it available to Members.

**Response of the Cabinet Member for Corporate Services & Performance**

- a. Once programmed, the proposed TRO are designed (2-3 weeks) they will be posted and the consultation period will be one month. A decision will then be made.

	<p>b. Yes.  c. The remaining sites are all in Uplands Ward.  d. This is council wide guidance and originally had businesses from many wards, consultation on individual sites is part of the agreed process.</p> <p>An explanation of the guidance was issued to Uplands Councillors on the 15<sup>th</sup> September. A copy of the guidance relating to carriageway Café Licences was included in Councillor Questions 5th October. Guidance is currently waiting for translation and will be updated on the council web site as soon as this is available.</p> <p>e. There is no barrier the relevant paragraph had been provided and the remainder of the guidelines and agreements relating to pavements café licences are being updated subject to translation.</p>
11	<p><b>Councillors Lyndon Jones &amp; Francesca O'Brien</b></p> <p>How many agency staff have been taken on by the Council since May 2022 and what has been the total cost.</p> <p><b>Response of the Cabinet Member for Corporate Services &amp; Performance</b></p> <p>The average number of agency staff employed each month during the 2022/23 period is 311 with nearly all being engaged in either the Place or Social Services Directorates due to the requirement to cover critical front line posts at short notice in order to provide seamless service delivery to residents. Please note that these are the number of individuals employed and not FTEs and some may be been employed for a matter of hours. Compared to contracted staff, the proportion of agency workers equates to circa 4% of the workforce. The total cost of agency workers in 2022/23 was £6,366,258 which is just under 3% of the total pay bill.</p>
12	<p><b>Councillors Peter Black, Susan Jones &amp; Kevin Griffiths</b></p> <p>Will the Cabinet Member make a statement on the roll out of the 20mph default speed limit in Swansea.</p> <p><b>Response of the Cabinet Member for Environment &amp; Infrastructure</b></p> <p>The Council is continuing its work to ensure all necessary signs associated with the new lower 20mph speed limit are either in place or removed if obsolete, in relation to the Welsh Governments Restricted Roads Order 2022.</p> <p>This has been a very busy period for the Transport Team with limited resources and I would like to offer my thanks to all the staff involved who have worked tirelessly to ensure the city complies with the new legislation.</p> <p>There is still some remaining works to be completed and we hope to have everything done by the end of the financial year.</p>
13	<p><b>Councillors Francesca O'Brien, Richard Lewis, Angela O'Connor &amp; Will Thomas</b></p> <p>What discussions are Swansea council having with Welsh Government concerning First Cymru's recently announced cuts to services.</p> <p><b>Response of the Cabinet Member for Environment &amp; Infrastructure</b></p>

	<p>The recently announced cuts that First Cymru is introducing to its services from 29<sup>th</sup> October are as a direct result of a reduction in funding by the Welsh Government. This follows the introduction of the Bus Transition Fund (BTF) from 25<sup>th</sup> July. The Welsh Government has made it clear to all Local Authorities in Wales, through the regional Lead Authorities, that the BTF budget of £42m is the maximum available. The BTF expenditure across Wales is being carefully monitored. However, at this stage in the financial year, it is still too early to draw any conclusions on whether there will be any funding surplus that could be re-distributed. If this proves the case, Swansea, on behalf of the South West Wales Region, will be putting forward a strong case for an additional allocation.</p> <p>It should be noted that the BTF and its predecessor; the Bus Emergency Fund (BES) were introduced to provide vital support to the bus industry during and after the Covid pandemic. The purpose of the funding was to ensure that bus services could continue to operate when passenger numbers (and therefore income) fell dramatically. Unfortunately the passenger numbers have not returned to pre covid levels which means that there are continued pressures on the bus industry.</p>
14	<p><b>Councillors Francesca O'Brien, Richard Lewis, Angela O'Connor &amp; Will Thomas</b></p> <p>What action is Swansea Council taking to oversee and monitor the rollout of the 20mph scheme.</p> <p><b>Response of the Cabinet Member for Environment &amp; Infrastructure</b></p> <p>Traffic Management Team are issuing works to our Construction Unit for implementation. Due to the size and complexity of the project the Traffic Team have issued the Construction Unit 5G Tablets so they can connect directly with the servers to work their way through the drawings and complete the phases of work. This will save a huge amount of paper and is the only practical way to methodically work through the vast amount of site locations that require change. Traffic estimate approximately 500 plans would have been required if paper drawings were issues. Traffic Team members are directing the works work packages and checking that sites are completed once the Construction Unit have moved on.</p>
15	<p><b>Councillors Francesca O'Brien, Richard Lewis, Angela O'Connor &amp; Will Thomas</b></p> <p>What assessments have Swansea Council made on the impact of business rates on the local economy.</p> <p><b>Response of the Leader</b></p> <p>The Council is responsible as agent of Welsh government for collection of NDR on behalf of Welsh Government. Given the legislation, scope and coverage of rates and the annual rates per pound (multiplier) are all Welsh Government matters the responsibility of making regulatory impact assessments lies solely with Welsh Government.</p> <p>The only other major component of the NDR rates bill is the valuation of each property which is done independently of government by the Valuation Office Agency. The Council has no input to the valuation process.</p>



	<p>The Council has modest discretionary and mandatory powers to grant predominantly charitable reliefs locally and makes an annual provision for the shared cost of those discretionary rate reliefs as part of its budget setting.</p>
	<p><b>Part B – No Supplementaries</b></p>
16	<p><b>Councillor Peter May, Allan Jeffrey, Stuart Rice &amp; Sandra Joy</b></p> <p>Over recent years, the Guildhall clock has been stopping frequently after generations of reliable service. At time of writing, the iconic timepiece has been standing at twenty five past eight for about a week. Over the last five years, how many times has it been broken, what were the reasons and what are the proposals to make it reliable again.</p> <p><b>Response of the Cabinet Member for Corporate Services &amp; Performance</b></p> <p>Officers are unable to provide accurate information with regards the previous five years which of course would have included the period of the pandemic, but are able to confirm that the Guildhall clock has stopped functioning on two occasions during 2023.</p> <p>On the first occasion (4<sup>th</sup> April 2023), the clock stopped working due to an electricity outage which tripped the power to the clock and therefore required a manual re-set. The clock was back functioning within a few days.</p> <p>The current clock outage was reported on the 9<sup>th</sup> October 2023 and is currently being investigated by the Council retained contractor, Cumbria clocks. The Council are waiting for an engineer’s inspection &amp; recommendation report before the appropriate action can be taken. Therefore, at this stage, the source of the problem is unknown but Officers are working to resolve the issue.</p> <p>Going forward, the Council are exploring the possibility of installing a small UPS/battery backup system to safeguard against further power outages which will minimise downtime and avoid the need for manual re-sets.</p>
17	<p><b>Councillors Peter May, Allan Jeffrey, Stuart Rice &amp; Sandra Joy</b></p> <p>The council’s ability to annually pollard trees and carry out other routine pruning in the last couple of years has been hampered by resources being diverted to storm clearance. This impacts the volume of leaf fall the following autumn. Are there any proposals to bring in extra resources to assist our hard working tree staff for storm clearance should it be required.</p> <p><b>Response of the Cabinet Member for Community (Services)</b></p> <p>Pollarding is a method of pruning that keeps trees and shrubs smaller than they would naturally grow. It is normally started once a tree or shrub reaches a certain height, and annual pollarding will restrict the plant to that height. The work is usually conducted in late winter early spring however as the tree produces rapid growth following such work it will still produce leaf fall in Autumn. The Tree Services Unit has</p>

	<p>received investment to run an apprenticeship scheme which has increased resource and is proving very successful and funding has also be made available to replace and upgrade a proportion of the equipment used. Ultimately the service has to operate within the budgets set and prioritise work accordingly of which storm damage and urgent safety works will always take precedence.</p>
18	<p><b>Councillors Peter May, Allan Jeffrey, Stuart Rice &amp; Sandra Joy</b></p> <p>Cwmdonkin Park saw much needed investment in the lead up to the Dylan Thomas centenary in 2014. Ten years on it is in need of some more investment to maintain standards and to help celebrate its 150th anniversary. Cwmdonkin is not only a well used and loved community park but is also an internationally famous green space and visitor attraction. What plans does the Cabinet Member and Council have to celebrate and invest in this much-loved park's 150th anniversary.</p> <p><b>Response of the Cabinet Member for Investment, Regeneration &amp; Tourism</b></p> <p>Parks Operations will continue to maintain the park to the very high standard that has seen it recently retain its Green Flag status. Officers from Cultural Services will engage with the Friends of Cwmdonkin Park to explore options to celebrate the 150th anniversary, and we will continue to seek and engage with funding opportunities to make improvements into facility infrastructure at the park.</p>
19	<p><b>Councillor Chris Evans</b></p> <p>When are we going to replace the awful, environmentally destructive plastic grass on the St David's side of the Copper Bridge with something more environmentally friendly, such as flower beds, trees or actual grass. Plastic grass is a nightmare in terms of plastic waste and destroys the soil and any organisms living within it underneath.</p> <p><b>Response of the Cabinet Member for Investment, Regeneration &amp; Tourism</b></p> <p>Swansea Central, the regeneration scheme in which the artificial grass is located, is a multi-phase development. The latest programme sees work commence on site for the first phase, which currently includes this area of public realm, in mid-2025, with completion in late 2026. We are currently reviewing the programme and development phasing, therefore, the replacement of the artificial grass with the permanent public realm may occur sooner, subject to funding and construction dependencies. The permanent public realm solution for this area, although not fully designed yet, will include significant multi-functional green infrastructure and sustainable urban drainage to help boost biodiversity, manage climate impacts, and deliver an urban environment that increases the wellbeing of current and future generations.</p>
20	<p><b>Councillors Mike Day, Lynda James &amp; Peter Black</b></p> <p>Will the Leader tell Council what the spend has been for 2021-22, 22-23 and the year to date on the hospitality budget (other than on the Lord Mayor's office).</p> <p><b>Response of the Leader</b></p>

	<p>Excluding Lord Mayoral Services, the actual spend recorded against hospitality budgets in the General Ledger was £44k in 2021/22, £87k in 2022/23 and £35k as at the end of September in 2023/24.</p>
21	<p><b>Councillors Wendy Fitzgerald, Sam Bennett &amp; Mark Tribe</b></p> <p>The Council's transport 'green fleet' currently numbers 75 electric vehicles. What is the cost of insuring and servicing these vehicles. How will the 34 new vehicles awaiting delivery impact on these costs.</p> <p><b>Response of the Cabinet Member for Service Transformation</b></p> <p>The Council now has 103 battery electric vehicles, following recent deliveries, and they are all insured under a blanket motor policy. The cost of the policy in 22/23 was £377,689 for the 900 fleet vehicles managed by the Central Transport Unit and therefore no individual insurance cost is able to be determined specifically against those that are electric. Each vehicle in the fleet is apportioned the same insurance value of approximately £600 per annum, including electric, to simplify budget setting.</p> <p>Service, maintenance and repair budgets are also assigned to each vehicle, typically @ £500-600 per annum for the majority that are electric cars, light and medium vans. This figure is reviewed annually in relation to historical costs and age of the vans, with the majority maintained in-house.</p> <p>The 34 new vehicles have now been delivered and are included in terms of the response to the cost queries.</p>
22	<p><b>Councillors Sam Bennett, Chris Holley &amp; Jeff Jones</b></p> <p>Will the Cabinet Member provide an update on adoption of Swansea Point and SA1.</p> <p><b>Response of the Cabinet Member for Environment &amp; Infrastructure</b></p> <p>As far as SA1 is concerned the position of the Council is that we continue remain open to adoption of identified areas via the appropriate section 38 route and wish to see that process through. Anything further with regards to wider land transfer remain subject to further discussion however there have been no proposals presented that could be considered to be acceptable. With regards to Swansea Point discussions are still ongoing with developer regarding potential adoption and we will endeavour to progress as quickly as possible.</p>
23	<p><b>Councillors Chris Holley, James McGettrick &amp; Mary Jones</b></p> <p>Given that the Labour Party in the Welsh Government has introduced a default 20 mile an hour speed limit in Wales with the understanding that local authorities can apply for exemptions, can the Cabinet Member inform council how many exemptions we as a council applied for how many were granted and how many were refused.</p> <p><b>Response of the Cabinet Member for Environment &amp; Infrastructure</b></p> <p>Following consultations with all Ward Members the Council consulted on making exemptions on 140 roads. All of these were included in the sealed orders.</p>
24	<p><b>Councillors Peter Black, Michael Locke &amp; Lynda James</b></p>

How many non-disclosure agreements has Swansea Council entered into with staff members or former staff members in the last five years.

**Response of the Cabinet Member for Corporate Services & Performance**

The service area is still sourcing this information and will provide a written response as soon as it is available.

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