



City and County of Swansea

Notice of Meeting

You are invited to attend a Meeting of the

Scrutiny Performance Panel - Climate Change and Nature

At: Remotely via Microsoft Teams

On: Tuesday, 10 January 2023

Time: 10.00 am

Convenor: Councillor Hannah Lawson

Membership:

Councillors: C M J Evans, E W Fitzgerald, J A Hale, O G James, M H Jones, S E Keeton, M W Locke, H M Morris, B J Rowlands and W G Thomas

Agenda

Page No.

1 Apologies for Absence

2 Disclosure of Personal and Prejudicial Interests
www.swansea.gov.uk/disclosuresofinterests

3 Prohibition of Whipped Votes and Declaration of Party Whips

4 Minutes of Previous Meeting(s)

To receive the minutes of the previous meeting(s) and agree as an accurate record.

5 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.

6 Climate Change Update

Invited to attend:

Cllr Andrea Lewis - Cabinet Member for Service Transformation

Geoff Bacon, Head of Property Services

Rachel Lewis, Directorate Project Manager

7 Green Vehicle Adoption

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9 - 52

53 - 70

Invited to attend:

Cllr Andrea Lewis – Cabinet Member for Service Transformation

Stuart Davies, Head of Highways and Transportation

Mark Barrow, Fleet Manager Highways and Transportation

8 Public / Residential Electric Vehicle Charging 71 - 87

Invited to attend:

Cllr Andrea Lewis – Cabinet Member for Service Transformation

Stuart Davies, Head of Highways and Transportation

Matthew Bowyer, Group Leader Highways and Transportation

Chloe Lewis, Team Leader Highways and Transportation

9 Weed Management / Use of Glyphosate 88 - 99

Invited to attend:

Cllr Andrew Stevens – Cabinet Member for Environment and Infrastructure

Bob Fenwick, Group Leader Highways Maintenance

10 Work Programme 2022-23 100 - 101

Next Meeting: Wednesday, 8 March 2023 at 10.00 am



Huw Evans

Head of Democratic Services

Tuesday, 3 January 2023

Contact: Liz Jordan 01792 637314

Agenda Item 4



City and County of Swansea

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

Multi-Location Meeting - Gloucester Room, Guildhall / MS

Teams

Wednesday, 9 November 2022 at 10.00 am

Present: Councillor H Lawson (Chair) Presided

Councillor(s)

C M J Evans
B J Rowlands
W G Thomas

Councillor(s)

E W Fitzgerald
M H Jones
M W Locke

Councillor(s)

J A Hale
S E Keeton
H M Morris

Other Attendees

David Hopkins
Andrea Lewis
Hamish Osborn
Sarah Bennett

Cabinet Member – Corporate Service and Performance
Cabinet Member – Service Transformation
Natural Resources Wales
Natural Resources Wales

Officer(s)

Geoff Bacon
Deb Hill
Liz Jordan
Rachel Lewis
Paula Livingstone

Head of Property Services
Nature Conservation Team Leader
Scrutiny Officer
Directorate Project Manager
Divisional EHO, Pollution Control and Private Sector Housing
Natural Environment Manager
Interim Head of Housing & Public Health
Team Leader - Pollution Control

Apologies for Absence

Other Attendees: Cllr Andrew Stevens

1 Disclosure of Personal and Prejudicial Interests

No interests were declared.

2 Prohibition of Whipped Votes and Declaration of Party Whips

No declarations were made.

3 Minutes of Previous Meeting(s)

The Panel agreed the minutes of the meeting on 15 March 2022 as an accurate record of the meeting.

Matters Arising:

Minute 78 – On Action 2, Panel queried if the Councillor training had been set up. Informed online e-learning training programme had been developed and would go live after report goes to Cabinet in December 2022.

4 Public Question Time

No questions were received.

5 Role of the Climate Change and Nature Scrutiny Performance Panel

Members discussed the role of the Panel.

6 Water Quality and Water Management

David Hopkins, Cabinet Member for Corporate Service and Performance, relevant officers and representatives of Natural Resources Wales attended to brief the Panel and answer questions.

Discussion Points:

- Panel queried if there had been any major incidents locally with sewerage getting into the sea after storms. Informed by NRW there are storm overflows around the coast and near rivers designed to spill excess water, which gets into the sewerage system during heavy rainfall, into the environment to stop homes getting flooded. There are storm overflows in Swansea. On our most valuable stretches of coast, overflows only spill in extreme conditions.
- Panel queried who is responsible for sewerage discharge into the sea. Informed NRW responsible for discharges into controlled waters ie rivers, most lakes and sea. NRW works with Council on public health impacts of some of the discharges, but NRW has primary responsibility for responding to pollution incidents. Welsh Water have a responsibility to stay within permit limits and will be informed if any issues relating to their assets and NRW will follow up enforcement of this if needed.
- Panel queried how effectively agricultural pesticide runoff is monitored in Swansea. Heard from NRW that main problem due to agriculture throughout Wales is runoff with regard to slurry and nutrients. Agriculture is not biggest issue in Swansea regarding water quality but it is monitored and if necessary followed up.
- Panel queried if Caswell is one of the trouble sites with regards to discharge into the sea, how many trouble sites we have and how we compare to similar authorities. Heard from NRW there are emergency overflows rather than storm overflows at both Caswell and Llangland. There have been some problems with flooding in the system particularly at Caswell which has led to overflow alerts being triggered in the past. Volumes discharged at both beaches are very small.
- Panel wanted to know if infrastructure improvements are planned or needed in the area. Informed by NRW they would always be looking for infrastructure

in Swansea to be investigated and improved if need be. It is the emergency discharges they want to ensure only function as emergency discharges and not storm discharges.

- Panel queried how we are going to future proof the sewerage/drainage system. Heard from NRW likely to get more intense storms in future which will put pressure on any drainage system. Welsh Water are taking this into account in their forward planning.
- Panel asked NRW's views on septic tanks in urban areas. Heard NRW would rather not see them in urban areas, would rather they be connected to main drains.
- Panel queried the involvement NRW has with building sites regarding silt. Informed that building sites should not result in silt pollution in rivers. NRW needs to work better in future with planning and developers. They would like to see much better phasing of building sites and developers working in a cleaner way.
- Panel mentioned that SUDS regulations are now in place and asked if this helped at all. NRW felt it is a significant step forward but there are limits to what any legislation can do. NRW want to get better at preventing pollution from building activities.
- Panel asked about private drinking water supplies and how often risk assessments and monitoring is carried out. Heard that for private drinking supplies, there is an annual check from the Council if it is a commercial or shared supply and a 5-yearly check if it is a single supply. Officers confident they are on top of this and everything within the area is captured.

7 Overview of Climate Change and Nature in Swansea

Cabinet Members Andrea Lewis and David Hopkins together with relevant officers attended to brief the Panel and answer questions.

Discussion Points:

- Panel asked about mini hydro power across Swansea and wanted to know if the Department had done an audit of potential sites across Swansea, if the Council could potentially take advantage of these stations and if there is anywhere we can put them. Panel informed the Council is working with neighbouring authorities on development of regional energy development plan. Heard it deals with how we can 'green the grid', more towards 2050 target than 2030 target but the Authority, funded by Welsh Government, will be generating a local energy development plan, feeding into the wider region. Officers will give an update at the Panel meeting in January 2023 when they have more idea of timescales.
- Panel aware it will be extremely difficult to achieve Net Zero by 2030 and queried if confident the Council will even achieve it. Officers confirmed it will be incredibly difficult and the Council is being led and advised by Welsh Government as it is a whole Wales approach.
- Panel queried what is meant by 'Fairer Parking', mentioned on page 36 of the report. Officers will provide response following the meeting.

Actions:

- Update on Local Energy Plan to be included in 'Climate Change Update' item at next Panel meeting in January 2023.
- Panel to be informed what is meant by 'Fairer Parking'.

8 Draft Work Programme 2022-23

The Panel agreed the Work Programme for 2022-23.

The meeting ended at 11.00 am



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

**Councillor David Hopkins, Cabinet Member
for Corporate Service and Performance**

**Councillor Andrew Stevens, Cabinet
Member for Environment and Infrastructure**

*Please ask for:
Gofynnwch am:*

Scrutiny

*Scrutiny Office
Line:
Llinell
Uniongyrchol:*

01792 637314

*e-Mail
e-Bost:*

scrutiny@swansea.gov.uk

*Date
Dyddiad:*

22 December 2022

BY EMAIL

cc Cabinet Members

Summary: This is a letter from the Climate Change and Nature Scrutiny Performance Panel to the relevant Cabinet Members following the meeting of the Panel on 9 November 2022. It covers Water Quality and Management and Climate Change and Nature in Swansea.

Dear Cllrs Lewis, Hopkins and Stevens

The Panel met on 9 November 2022 to discuss the Role of the Climate Change and Nature Panel, receive a briefing on Water Quality and Water Management and an Overview of Climate Change and Nature in Swansea and agree the draft Work Programme 2022-23.

We would like to thank you, officers and representatives of Natural Resources Wales for attending to present items and answer the Panel's questions. We appreciate your engagement and input.

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

OVERVIEW & SCRUTINY / TROSOLWG A CHRAFFU

SWANSEA COUNCIL / CYNGOR ABERTAWE

GUILDHALL, SWANSEA, SA1 4PE / NEUADD Y DDINAS, ABERTAWE, SA1 4PE

www.swansea.gov.uk / www.abertawe.gov.uk

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

Matters Arising

We raised a query in relation to Minute 78. Regarding Action 2, we wanted to know if the Councillor training had been set up and were informed the online e-learning training programme had been developed and would go live after a report goes to Cabinet in December 2022.

Water Quality and Water Management

We queried if there had been any major incidents locally with sewerage getting into the sea after storms. We were informed by NRW there are storm overflows in Swansea around the coast and near rivers designed to spill excess water, which gets into the sewerage system during heavy rainfall, into the environment to stop homes getting flooded. We were pleased to hear that lots of work has been done over the last 10 years, and on our most valuable stretches of coast, overflows only spill in extreme conditions. We heard the next stage is to identify which problem overflows still exist and to prioritise with Welsh Water and OFSTAD which of these get investment for improvement.

We queried who is responsible for sewerage discharge into the sea and were informed NRW is responsible for discharges into controlled waters ie rivers, most lakes and sea. We heard that NRW works with the Council on public health impacts of some of the discharges, but NRW has primary responsibility for responding to pollution incidents. We also heard Welsh Water have a responsibility to stay within permit limits and will be informed if there are any issues relating to their assets, NRW will follow up enforcement of this if needed. We noted there is a pollution hotline and details of this are on the NRW website. People should ring this number if they see any pollution incident affecting rivers or sea.

We queried how effectively agricultural pesticide runoff is monitored in Swansea and heard from NRW that the main problem due to agriculture throughout Wales is runoff with regard to slurry and nutrients. Agriculture is not the biggest issue in Swansea regarding water quality but it is monitored and if necessary followed up.

We queried if Caswell is one of the trouble sites with regards to discharge into the sea, how many trouble sites we have and how we compare to similar authorities. We heard from NRW that there are emergency overflows at both Caswell and Langland. There have been some problems with flooding in the system particularly at Caswell which has led to overflow alerts being triggered in the past, however volumes discharged at both beaches are very small. We also heard that Caswell has been a concern because of the pumping station getting overwhelmed and the valley tends to get flooded in storm conditions, however, the Council, Welsh Water and management of Caswell Valley been working on this, and the situation has significantly improved, and risk is a lot lower. We were informed that Welsh Water will release results of water quality on 25 November 2022, but they expect Langland and Caswell to come out very well. We were pleased to hear this.

We wanted to know if infrastructure improvements are planned or needed in the area and were informed by NRW they would always be looking for infrastructure in

Swansea to be investigated and improved if needs be. They will be asking for improvements on high spillers in Swansea area, which tend to be on the Tawe rather than Mumbles. We heard NRW and Welsh Water will be monitoring the situation in Langland. The pumping station there might need maintenance, but it is not a storm discharge.

We queried how we are going to future proof the sewerage/drainage system. We heard from NRW that we are likely to get more intense storms in future which will put pressure on any drainage system and that Welsh Water are taking this into account in their forward planning. We also heard Welsh Water has a 25-year plan (Drainage and Wastewater Management Plan) which can be accessed on their website and does address climate change. If it is delivered it will be a significant step forward.

We asked NRW's views on septic tanks in urban areas and were informed they would rather not see them in urban areas and would rather properties be connected to main drains. We noted that NRW cannot stop people applying for a septic tank permit and they cannot control the planning process.

We queried the involvement NRW has with building sites regarding silt. We were informed that building sites should not result in silt pollution in rivers. We heard there is currently a problem in Penllergaer, that NRW is working with the house developer to try and manage the situation better and is monitoring the situation. NRW stated they need to work better in future with Planning and developers. They would like to see much better phasing of building sites and developers working in a cleaner way.

We mentioned that Sustainable Urban Drainage System (SUDS) regulations are now in place and asked if this helped at all. NRW felt it is a significant step forward but there are limits to what any legislation can do. We heard that SUDS are more about drainage on the finished development and that NRW want to get better at preventing pollution from building activities.

We asked about private drinking water supplies and how often risk assessments and monitoring is carried out. We heard that for private drinking supplies, there is an annual check from the Council if it is a commercial or shared supply and a 5-yearly check if it is a single supply. We were pleased to hear that officers are confident they are on top of this and everything within the area is captured.

Overview of Climate Change and Nature in Swansea

We asked about mini hydro power across Swansea and wanted to know if the Department had done an audit of potential sites across Swansea, if the Council could potentially take advantage of these stations and if there is anywhere we can put them. We were informed the Council is working with neighbouring authorities on development of a regional energy development plan. We heard it deals with how we can 'green the grid', more towards the 2050 target than 2030 target but there has been a recent procurement exercise funded by Welsh Government to enable the authorities to collectively appoint consultants. This will enable the Authority to generate a local energy development plan, feeding into the wider region. We heard this has only just started and there is a huge amount of work to be done in terms of opportunities/stakeholders etc. We noted that it is a scoping exercise in the first

instance to see how it can be taken forward and you will then look at all opportunities when it comes to generation of renewables, which should follow in 2023 and will be reported back to the Panel. We heard officers will give an update at the Panel meeting in January 2023 when you have more idea of timescales.

We are aware it will be extremely difficult to achieve Net Zero by 2030 and queried if the Department is confident the Council will even achieve it. Officers confirmed it will be incredibly difficult and the Council is being led and advised by Welsh Government as it is a whole Wales approach.

We queried what is meant by 'Fairer Parking', mentioned on page 36 of the report. Officers agreed to provide this information following the meeting and this information has been received.

Your Response

We hope you find this letter useful and informative. We would welcome your comments on any of the issues raised, however in this instance, a formal written response is not required.

Yours sincerely

HANNAH LAWSON
CONVENER, CLIMATE CHANGE AND NATURE SCRUTINY PANEL
CLLR.HANNAH.LAWSON@SWANSEA.GOV.UK

Agenda Item 6



Report of the Cabinet Member for Service Transformation

Climate Change Scrutiny Performance Panel – 10th January 2022

Swansea Council – Net Zero 2030

Purpose	To provide a briefing requested by the Panel on the Council Action Plan for net zero by 2030 and the Council Response to the WAO report: Public Sector readiness for net zero carbon by 2030.
Content	This report includes a summary of the recently approved Cabinet report on the Swansea Council Net Zero 2030 costed delivery plan and its response to the WAO report: Public Sector readiness for net zero carbon by 2030.
Councillors are being asked to	<ul style="list-style-type: none">• Consider the conclusion of the 15th December Cabinet report – Swansea Council - Net Zero 2030• Consider the Swansea Council response to the WAO report Public Sector readiness for net zero carbon by 2030.
Lead Councillor(s)	Councillor Andrea Lewis, Deputy Leader and Cabinet Member for Service Transformation
Lead Officer(s)	Interim Director of Place – Mark Wade and Head of Property Services – Geoff Bacon.
Report Author	Rachel Lewis – Place Directorate Project Manager
Legal Officer	Debbie Smith
Finance Officer	Ben Smith
Access to Services Officer	Rhian Millar

1. Background

1.1 A third report iteration of Climate Change progress, focusing on how Swansea Council plans to achieve net zero by 2030 was presented to Cabinet this autumn. This includes a costed delivery plan. **See Appendix 1**

1.2 Alongside the preparations for this report, interviews took place with relevant officers by the Welsh Audit Office to determine progress on the public bodies' 'Readiness for net zero carbon by 2030'.

1.3 The Welsh Audit Office produced a subsequent report advising public bodies:

In July 2022, the Auditor General published Public Sector readiness for Net Zero Carbon by 2030, which looked at decarbonisation actions in 48 public bodies, including all councils. This report found uncertainty that the collective ambition for a net zero public sector by 2030 will be met. Our work identified significant, common barriers to progress that public bodies must collectively address to meet the collective ambition. We found that while public bodies are demonstrating commitment to carbon reduction, they must now significantly ramp up their activities, increase collaboration and place decarbonisation at the heart of their day-to-day operations and decisions.

In the report, the Auditor General makes the following five calls for action from Public Bodies:

- *Strengthen your leadership and demonstrate your collective responsibility through effective collaboration;*
- *Clarify your strategic direction and increase your pace of implementation;*
- *Get to grips with the finances you need;*
- *Know your skills gaps and increase your capacity; and*
- *Improve data quality and monitoring to support your decision making*

1.4 A further letter was received by the Council in September 2022 recommending that delivery plans should be costed:

Overall, we found that:

The Council has a strong grasp of the scale and complexity of the challenge to achieve net zero by 2030 and has ambitions for all public sector bodies in the county of Swansea to become net zero by 2050, but these plans are not costed and do not identify the funding and resources required to deliver all the identified activity.

In order to meet its net zero ambition the Council needs to fully cost its action plan and ensure that it is aligned with its Medium Term Financial Plan.

2. Outcomes

- 2.1 Swansea Council has since published a detailed delivery plan for scope 1 and 2 emissions. **See Appendix 2**
- 2.2 Swansea Council has reviewed its proposed approach with regional colleagues and the delivery plan recommended in this report aligns with all three regional councils (Pembrokeshire, Carmarthenshire and Neath Port Talbot).
- 2.3 The costs amount to £187m.
- 2.4 Swansea Council has clear direction on all five actions resulting from the Welsh Audit Office report which are covered in the 15th December Cabinet report and explanations included in our response to the Welsh Audit Office. **See Appendix 3.**
- 2.5 During Swansea Council's recent bronze One Planet Standard accreditation (The first within the UK), the Council was commended by the assessor saying that she was *'surprised and delighted' by the genuine commitment and passion shown by senior leaders and officers*. She was impressed by the innovation and creativity with which the Council is approaching different aspects of work in this field and mentioned particularly the use of benchmarking to help us in our journey.

3. Conclusion

- 3.1 Swansea Council has acted on both the requests of Welsh Government and the Welsh Audit Office to publish a costed Net Zero 2030 delivery plan.

4. Legal implications

- 4.1 There are no legal implications associated with this report.

5. Finance Implications

- 5.1 The full financial cost of achieving Net Zero can only be considered an estimate at this stage and broad financial implications are noted in section 7 of the 15th December Cabinet report.
- 5.2 The report sets out initial estimates of the costs of legal duties upon the Council. It remains unclear whether any financial assistance will be forthcoming from Welsh or UK governments to meet all or any of the costs given this Council like all others faces a plethora of other legal obligations and a stark outlook in real terms for public finances for the foreseeable future of the decade.

- 5.3 No meaningful future budgets have been provided for any of these indicative future costs to date to be met by the Council. This reflects the explicit presumption that the Council will not be expected to fund costs out of core spending, but that alternative external sources of finance will be provided by national governments. However, consideration should be given to spend to save initiatives, for example future phases of the ReFit programme.
- 5.4 By way of potential context and scale only, if capital budgets were to be provided from now onwards over the forthcoming 7 years to 2030 it would be prudent to assume £25m per annum of additional capital obligations each year growing cumulatively to £175m. This would be the most prudent, assuming zero support from government. It is likely to overstate the cost and risk as neither UK nor Welsh government could reasonably expect individual councils to meet the costs in isolation.
- 5.5 If this Council were expected to have to fully fund itself then at current likely rates and MRP this would cost coming on £2m per annum rising cumulatively to £12m by 2030 in capital financing costs. This broad estimate is at today's prices and interest rate outlook and could vary significantly in practice.
- 5.6 Cabinet and Council will have to have due regard to this in all future budget setting and MTFP decision rounds. Its appetite for revenue versus capital spending decisions, the timing of those decisions and its prioritisation of competing legislative obligations will be an undiluted challenge as the Audit Wales report acknowledges. The longer uncertainty persists over funding support or lack of support and the longer Council does not explicitly provide for any future costs the bigger the risk of inevitable end loaded costs if no external support is obtained.
- 5.7 It is clear in any scenario residual carbon emissions will remain even after action and, subject to the views of WG in terms of their carbon emissions reporting guidance, there could be planned for costs of offsetting in either the revenue budgets from 2030 onwards (minimum £0.5m at current prices) or before that further capital (£27.5m at current prices)
- 5.8 At present the budget presumption is repeated that this Council is assuming that 100% of all costs are met externally as they materially transcend its ability to afford them itself.

6. Integrated Assessment Implications

- 6.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations

(Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

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

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

6.4 This agenda does not present any negative impacts.

6.5 If we move in the right direction as a council aiming for net zero by 2030, we can lead by example bringing citizens along with us on the 2050 journey, then all benefits could and should be very positive, eg reduction in fuel poverty, local food supply, improved health and well-being, reduced fire and flooding to name but a few.

6.6 Internal governance and multidisciplinary involvement is strong and has recently been ratified by the awarding of the Bronze One Planet Standard. Between the programme board and the communication group, every single service area of the Council is involved.

6.7 To note the Well-being of Future Generations is a pivotal part of our project governance structure.



- 6.8 Risks are medium – We have the plan, but financially we will need to continue to lobby WG to ensure funding is available to make such changes – e.g. decarbonisation of homes and public buildings, transportation, active travel.
- 6.9 A brilliant and exciting opportunity to maximise the wellbeing of future generations and equality plan principles to make for a Greener Council by 2030 and a Greener Swansea by 2050.
- 6.10 The IIA screening form is included as **Appendix 4**

Background papers: *None*

Appendices:

- Appendix 1 – 15th December Cabinet report – Swansea Council – Net Zero 2030
- Appendix 2 – Net Zero 2030 Delivery Plan
- Appendix 3 – Response to Welsh Audit Office
- Appendix 4 - IIA



Report of the Cabinet Member for Service Transformation

Cabinet 15th December 2022

Swansea Council – Net Zero 2030.

Purpose:	The report seeks to gain approval for a Swansea Council Net Zero 2030 delivery plan. To also acknowledge the work on Nature Recovery and Swansea Net Zero 2050 programmes.
Policy Framework:	Corporate Plan – Delivering on Nature Recovery & Climate Change
Consultation:	Access to Services, Finance, Legal. All service areas with responsibilities within the action plan
Recommendation(s):	It is recommended that Cabinet: 1) Approves the proposed Swansea Council Net Zero 2030 delivery plan, attached as Appendix 1. 2) Acknowledges the continuing work on Nature Recovery and Swansea Net Zero 2050 programmes which will require separate reports to Cabinet at a future date.
Report Author:	Geoff Bacon
Finance Officer:	Ben Smith
Legal Officer:	Debbie Smith
Access to Services Officer:	Rhian Millar

1. Introduction

- 1.1 This report is the third in a series presented to Cabinet on the Climate Change and Nature Recovery agenda and will focus in the main, on how Swansea Council proposes to deliver its Net Zero 2030 commitment.
- 1.2 Since the last report in November 2021, the Council has submitted three years of emissions data under the new Welsh Government 'Welsh Net Zero' reporting guidelines for public sector bodies. The aim is to monitor progress towards meeting the collective ambition of a carbon neutral public sector by 2030. It is worth noting there are 60 plus public bodies reporting to in this manner.

- 1.3 The new reporting method covers six categories within the operational boundary. Two categories align with the previous Carbon Reduction Commitment data we have collated and reported on 2010. Data in these two areas is proven and robust.
- 1.4 The Environment (Wales) Act 2016 places a duty on Welsh Ministers to report consumption emissions, given the aim of the policy is to reduce emissions in a globally responsible way.
- 1.5 Swansea Council has reviewed its proposed approach with regional colleagues and the delivery plan recommended in this report aligns with all three regional councils (Pembrokeshire, Carmarthenshire and Neath Port Talbot).
- 1.6 To note the wider Net Zero Wales agenda, Welsh Government is embedding legislative foundations for a cleaner, fairer, stronger Wales, including through the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.
- 1.7 Audit Wales, have also recommended that Swansea Council publishes a costed delivery plan saying:

Overall, we found that:

The Council has a strong grasp of the scale and complexity of the challenge to achieve net zero by 2030 and has ambitions for all public sector bodies in the county of Swansea to become net zero by 2050, but these plans are not costed and do not identify the funding and resources required to deliver all the identified activity

In July 2022, the Auditor General published Public Sector readiness for Net Zero Carbon by 2030, which looked at decarbonisation actions in 48 public bodies, including all councils. This report found uncertainty that the collective ambition for a net zero public sector by 2030 will be met. Our work identified significant, common barriers to progress that public bodies must collectively address to meet the collective ambition. We found that while public bodies are demonstrating commitment to carbon reduction, they must now significantly ramp up their activities, increase collaboration and place decarbonisation at the heart of their day-to-day operations and decisions.

In the report, the Auditor General makes the following five calls for action from Public Bodies:

- *Strengthen your leadership and demonstrate your collective responsibility through effective collaboration;*
- *Clarify your strategic direction and increase your pace of implementation;*
- *Get to grips with the finances you need;*

- Know your skills gaps and increase your capacity; and
- Improve data quality and monitoring to support your decision making

2. Emissions reporting

2.1 A reminder of the Public Body route map set out by Welsh Government is as below:

The Journey to net zero

Moving up a gear 2021–2022

Where understanding the context and what needs to be done is vital, and where action needs to accelerate.

Well on our way 2022–2026

Where there is an expectation that low carbon is becoming the norm and we are definitely on the way to a net zero Welsh public sector.

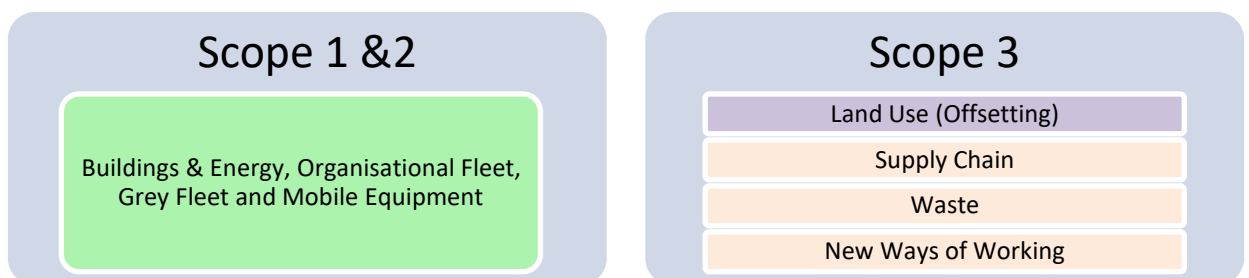
Achieving our goal 2026–2030

Where choosing zero carbon has become routine, culturally embedded, and self regulating.

2.2 For the new reporting regime, there are six emissions categories within the operational boundary:

Buildings & Energy	Fleet & Other Mobile Equipment	Land Use (Offsetting)
Waste – Operational	New Ways of Working	Supply Chain

2.3 For the purposes of the new Welsh Net Zero reporting, the scope concept has continued to be used to support the operational boundary setting process.



Previously for the Carbon Reduction Commitment only scope 1&2 emissions were reported i.e. those under direct control.

Now all three scopes are being reported, and rightly so, as Swansea Council’s organisational behaviour and policy will undoubtedly impact on

them all. Whilst the Council can help influence scope 3 emissions reduction, we need to be mindful that they are causal and not directly within the Council's control.

Whilst measuring and reporting scope 3 emissions should be seen as good practice and the right move to demonstrate public bodies are leading by example, some of the data is currently not particularly accurate and likely inconsistent across public bodies. The '*Welsh Public Sector Net Zero: Baseline and Recommendations for Improvements Report*' (April 2022) which followed the first two years of reporting notes data accuracy is affected by emissions sources, classification, proxy activity data (e.g. Supply chain based on cost), emissions factors and the tier system.

The reporting templates were amended for 2021-22 data, and portray improved accuracy and more consistent information across the Public Sector.

Reporting data on the six categories within the organisational boundary will unquestionably help the Council move forward on all agendas, but the areas where the most significant impacts can be made by 2030 lie within scopes 1&2.

2.4 Renewables/Generation

In order to help the Welsh Government track the generation of renewable electricity and heat by public sector organisations, reporting on renewable generation is required within the Public Sector Net Zero report. Swansea Council provides this information under two reporting formats – Purchased Renewables and On Site Renewables Generation:

- Purchased Renewables: Swansea Council purchase 100% of their electricity supply through 'renewable for business' Crown Commercial Services procurement contract with EDF Energy, certified with an annual Renewable Energy Guarantees of Origin (REGO) certificate.
- On Site Renewables Generation: Total renewable electricity generated from Solar PV systems installed across Swansea Council corporate buildings and schools.

However, Welsh Governments current position from a net zero reporting strategy perspective, is that public sector organisations are unable to offset any renewable generation from their carbon emissions footprint. Their ambition of being a net zero public sector organisation by 2030 is to decarbonise each building by reducing energy demand through energy efficiency and conservation measures, maximise opportunities to generate and use renewable energy on a small scale where it is a cost effective investment.

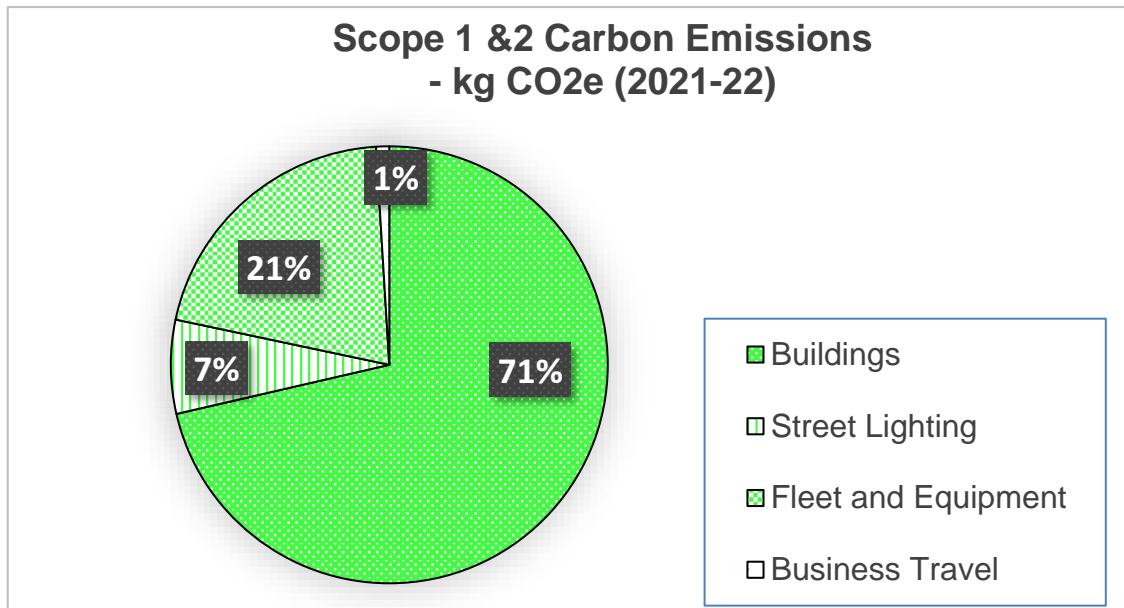
2.5 Natural Gas

Swansea Council currently purchase 100% natural gas through the Crown Commercial Services procurement contract with Total Gas and Power. There is the option to purchase 'green gas' or biomethane, produced from the recycling of natural waste, such as plant material and organic waste. There is a cost premium on top of the normal natural gas unit rate charged. 'Green Gas' certificates are issued annually as certification of its renewable nature. However, Swansea Council would not be able to off-set its carbon emissions footprint from purchasing 'Green Gas' unless Welsh Government change their current position on this issue.

3. Swansea Council Carbon Footprint

3.1 Scope 1 & 2

Scope 1&2 Emissions	2019/20	2020/21	2021/22
	kg CO2e	kg CO2e	kg CO2e
Buildings & Energy	22,086,463	19,229,106	21,031,594
Street Lighting	2,245,610	2,038,372	2,041,774
Fleet and Equipment	6,071,863	5,016,347	6,100,463
Business Travel	575,168	129,319	285,794
Sub Total Carbon Emissions	30,979,104	26,413,144	29,459,625
Land Based Emissions	-5,849,311	-5,849,311	-5,594,070
Carbon Emissions	25,129,793	20,563,833	23,865,555



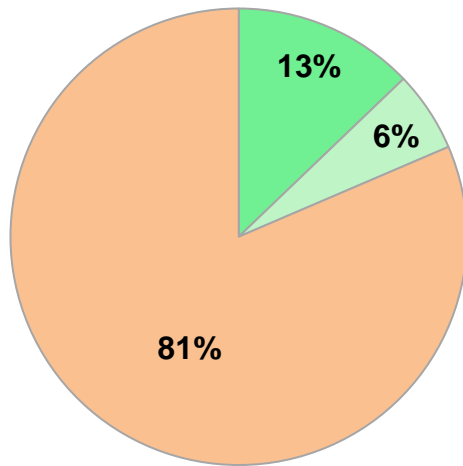
To note, data fluctuations can be attributed to the Pandemic and improved data accuracy in 2021-22.

3.2 Scope 1, 2 & 3

Scope 1,2&3	2021-22
	KgCO ₂ e
Scope 1 – Fleet, Grey Fleet, Street Lighting and Mobile Equipment	8,992,547
Scope 2 – Buildings & Energy	21,031,594
Scope 3 –Waste, Supply Chain, New Ways of Working	128,018,939
Sub Total Carbon Emissions	157,192,770
Land Based Emissions	-5,594,070
Total Carbon Emissions kgCO₂e	151,598,700

**Scope 1, 2 & 3 Carbon Emissions - kgCO2e
2021/22**

151,598,700 kg CO2e per annum



- Scope 1 (Direct: Heating, Vehicle Fuel etc)
- Scope 2 (Indirect: Electricity Generated elsewhere)
- Scope 3 (Caused: Including Procurement, Waste etc)

To note, Scope 3 figures include municipal waste, new ways of working and supply chain. As a council currently supporting large redevelopment and investment programmes, along with a programme to build new homes, the supply chain figures are to be expected, and show parity with similar Welsh city's eg Cardiff.

4. Swansea Council Net Zero 2030 - Proposed Delivery Plan

4.1 Swansea Council is committed to reducing emissions in all six categories within the reporting organisational boundary. There is already much work being undertaken with the following plan indicating 30 key actions by 2030. See **Appendix 1**

Swansea Council Net Zero – 30 Actions by 2030

Buildings & Energy	Fleet & Mobile Equipment	Land Use
<ul style="list-style-type: none"> Decarbonise our public estate by reviewing our asset management strategy. Reduce the energy consumed across the council's buildings and estate. Encourage employee behaviour change through training and process improvement Decarbonise street lighting with more LED's Ensure all new buildings are constructed to the highest possible sustainability standards. 	<ul style="list-style-type: none"> Transition the Council's fleet to zero emission equivalents in accordance with the Welsh Government's expectation of light commercial vehicles by 2025 and other vehicles by 2030 Establish a fleet vehicle charge point infrastructure that supports this transition Optimise fleet vehicle use and efficiency Establish integrated data systems for GHG measurement Revise and approve the appropriate supporting policies, procedures and working practices Decarbonise Grey Fleet travel Decarbonise mobile plant equipment 	<ul style="list-style-type: none"> LDP policy reviewed to protect land soils and habitats rich in carbon Increase terrestrial Central Area GI to 26% Tree planting areas mapped county wide 1000s new trees planted 30% of protected sites (local nature reserves, etc.) in positive management for biodiversity
Waste	New Ways of Working	Supply Chain
<ul style="list-style-type: none"> Encourage circular economy values within Swansea Council – to minimise and prevent - reduce, reuse, recycle, wherever possible Reduce operational single use plastics wherever possible Reduce operational waste e.g. food, paper Encourage operational recycle and repair. Reduce Construction Waste 	<ul style="list-style-type: none"> Develop emissions data monitoring processes Reduce commuting miles Deliver agile working policy Develop staff active travel plan Implement Healthy Travel Charter in Swansea Council Develop an Electric Vehicle Charging Strategy 	<ul style="list-style-type: none"> Commit to Net Carbon Zero in our supply chain by 2050 Through forward planning and innovation develop new specifications for our contracts that deliver Net Carbon Zero Map and monitor our progress, with appropriate prioritisation and target setting

4.2 However, it is proposed that Buildings & Energy and Fleet & Mobile Equipment continue to be the Councils key delivery commitment data for achieving Net Zero by 2030. (GREEN)

4.3 It is proposed that we continue to develop an understanding of our land use and that sequestration is used to offset. (LILAC)

4.4 It is proposed that we follow the 'Team Wales' approach to support emissions reductions in scope 3 categories in line with targets required of the Net Zero Wales Carbon Budget 2 (2021-2025) (ORANGE).

4.5 Please note the actions in RED are policy commitments

5. Delivering on Nature Recovery and Net Zero Swansea 2050

5.1 The Carbon Budget 2 (2021-25) sets out its ambition under the following headings. It will be Swansea Councils intention to not only lead by example on all these categories, but to work with citizens, climate charter signatories, PSB, businesses, community groups, schools etc. on the journey to Swansea becoming Net Zero by 2050.

It is everyone's business.

5.2 Please note the actions in RED are policy commitments.

EXAMPLE Net Zero Wales Swansea 2050

Electricity & Heat Generation	Transport	Residential Buildings
<ul style="list-style-type: none"> • Complete first phase of Blue Eden • Develop Energy Parks e.g. Tir John Solar Farm • Support delivery of Regional Energy Plan • Support delivery of Local Area Energy Plan 	<ul style="list-style-type: none"> • An integrated and affordable public transport system • Safe active travel networks across the county to recognise work and leisure hubs 	<ul style="list-style-type: none"> • More EV charging points • Residents aware of and able to access advice and funding for home improvements to cut carbon emissions • More Homes built to Swansea Standard • Decarbonisation of Housing Stock • Create an Energy awareness hub • Aim for 30% of (non –residential) Council buildings with wildlife features
Industry & Business	Agriculture	Waste & Circular Economy
<ul style="list-style-type: none"> • Engagement across the county using Swansea Project Zero branding with a strong support network that instils pride and creates a critical mass of businesses actively cutting carbon emissions and participating in the circular economy. 	<ul style="list-style-type: none"> • More opportunity for healthy, local food production and sales 	<ul style="list-style-type: none"> • Achieve Welsh Government recycling targets • Promote the waste hierarchy and prevent, reduce, or reuse materials wherever feasible • Continue to monitor technologies and engagement with partners to recycle a wider range of waste material types • Plastic Free Swansea County to be promoted
Education and Engagement	Enriching our Natural Resources	LULUCF
<ul style="list-style-type: none"> • Engagement across the county using Swansea Project Zero branding to instil pride and create a critical mass. • All schools actively reducing their carbon and saving energy through behaviour change and educational initiatives • Collaboration with Youth Groups to enable the 'youth voice' to be heard • Environmental Project Partners successfully running projects on behalf of SC and actively engaging with citizens and community groups to increase community climate resilience and reduce community carbon emissions • All SC staff to be given training on CC&NR as part of induction with service area/job role specific training available 	<ul style="list-style-type: none"> • Deliver Local Area Nature Recovery Action Plan • Deliver Biodiversity/Section 6 Plan • Deliver county wide green infrastructure strategy 	<ul style="list-style-type: none"> • More land available for CSA and allotment use • More community orchards

5.3 The Council is already collaborating with PSB, environmental partners, community groups, citizens, business, schools and climate signatories on the wider agenda and lots of good work is already being undertaken. It is therefore proposed that further reports are brought to Cabinet next year on both the Nature Recovery and Swansea Net Zero 2050 agendas.

- 5.4 Please note the additions of the new plans are now included in the Climate Change and Nature Recovery overarching Strategy. See **Appendix 2**.
- Section 3 - Additional Nature Recovery note (pg 4)
 - Section 5 - Updated Governance graphic (pg 6)
 - Section 7 – New 2030 action plan graphic (pg 10)
 - Section 8 – New 2050 action plan infographic (pg 15)

All amends have been accepted via the delegated powers of the Cabinet Member for Service Transformation and the Director of Place, as per the approved process (Cabinet 18 Nov 2021).

6. Challenges

- 6.1 What is evident is that the picture is still incomplete in relation to the scale of the challenge facing Swansea Council. Welsh Government have recently set out a new Social Care route map which will undoubtedly lead to an increased requirement for more detailed carbon reduction reporting. There are likely to be future additions and amendments to the reporting requirements too. A good example here is, that currently supply chain emissions are recorded based on spend value, which does not give a true reflection of emissions. Welsh Government will be working with the Public Sector to improve reporting in this particular category.
- 6.2 In terms of capital investment to meet the Net Zero challenge they can be simply categorised within the scope 1&2 emissions heading. Those within scope 3 will undoubtedly need further funding but until reporting is deemed completely robust then the best approach will be to support reduction in line with the carbon budget 2.
- 6.3 To note the Waste team already have an approved and costed strategy.
- 6.4 Beyond all of the above, revenue resource will be required to properly and effectively manage the programme. Compared to neighbouring authorities Swansea has limited dedicated resource and those leading on the initiative are doing so in addition to their existing full time roles. This is not sustainable and if it is decided to progress with this delivery plan, then it needs to be accepted that the resource will need to be found.
- 6.5 The project must be recognised as a behaviour change initiative. Small wins can be achieved by officers simply acting differently, whether that's something big like adjusting premise heating systems by the business managers or something more simplistic like turning off lights when officers leave a room, or not photocopying.
- 6.6 Incentives will be required to encourage behaviour change and must be intrinsically linked to the new and emerging Transformation Strategy, Workforce Development Strategy and the Digital Service Strategy in particular.

6.7 Clashes of Policy will continue to present themselves, and will need to be addressed on a case by case basis.eg warm places and increased energy bills.

7. Costed plan

The full delivery plan can be seen in **Appendix 1**, but in summary for scopes 1 &2 emissions:

Scope 1 & 2

Category	Current t CO2e (21-22)	Spend already allocated	Projected t CO2 based on spend already allocated	Investment option A	Projected t CO2e Based on Inv A – Future Funding Ops	Investment Option B	Projected t CO2e Based on Inv B – further funds required.	Balance of t CO2e	Cost
Buildings & Energy	21,031	£1.3m retrofit, £26,400 ERF (Energy Sparks)	379 103 (1% of bills)	£7m retrofit (Salix Finance/WG Funding Programme) – 8 years payback on investment	4,438	£93m investment on building decarbonisation programmes	12,889	3,222	£101.5m million investment excluding cost of offsetting
Street Lighting	2,041	£1m approved	159	£800,000 required to complete.	118			1,764	£1.8million
Fleet & Mobile Equipment	6,100	£484,000 assigned to EV £300,000 grant for charging points. £40,000 plus annual fee for data base mgt – internal budget		£7m to 2027 only for light commercial vehicles. EV fleet charging points - £700,000 - £1m.		150 HGVs x price differential of £200k each +£30m Further 200 light commercial @ +£8m 450 mixed coming around again @ before 2030 @ +£10m	Average of 760 t reduction per year	0	+£55m to 2030
Grey Fleet	285	£1.5m social care.					Average of 36 t reduction per year	0	£1.5m
Total	29,457								£159.8m
Land Use	-5,594							-5,000	£27.5m
Total	23,863								£187.3m

If all of the above can be funded and if the expected reductions could actually be achieved and accepted by WG has being allowable, this would leave net emissions for Swansea Council of approximately 6000 tonnes of CO2.

In order to establish the financial cost of offsetting this figure two scenarios are presented for information. The Council either assume that land could be identified

and purchased in the Swansea boundary and, if allowable, be accounted for in its return to WG.

This could equate to circa 1,100 hectares of established forest ie for more than 20 years, or 4,166 hectares of grassland. Even if either could be identified this could be established as a likely capital cost of £27,500,000 based on current woodland values of approximately £25,000 per hectare.

Alternatively, in theory, carbon credits could be purchased at the current market rate of circa £78 per tonne per annum which generates an approximate revenue cost of £400,000 pa.

8. Integrated Assessment Implications

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

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

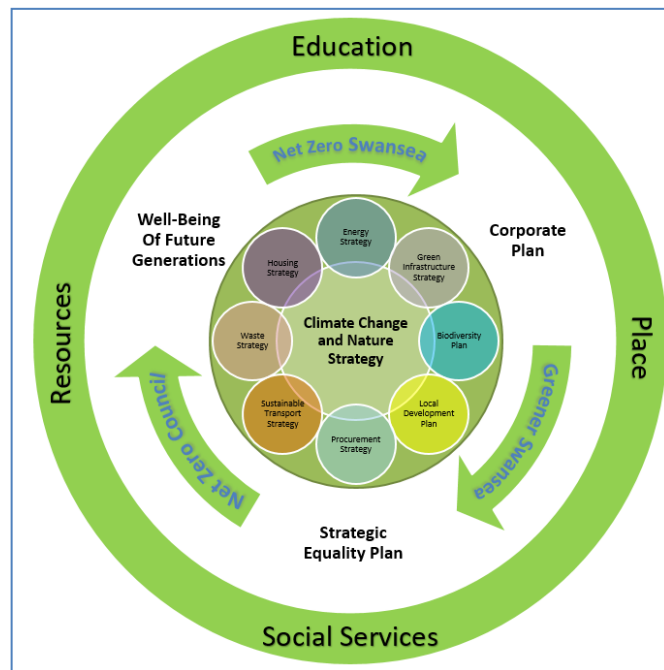
8.3 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

8.4 This agenda does not present any negative impacts.

8.5 If we move in the right direction as a council aiming for net zero by 2030 , we can lead by example bringing citizens along with us on the 2050

journey, then all benefits could and should be very positive, eg reduction in fuel poverty, local food supply, improved health and well-being, reduced fire and flooding to name but a few.

- 8.6 Internal governance and multidisciplinary involvement is strong and has recently be ratified by the awarding of the Bronze One Planet Standard. Between the programme board and the communication group, every single service area of the Council is involved.
- 8.7 To note the Well-being of Future Generations is a pivot part of our project governance structure.



- 8.8 Risks are medium – We have the plan, but financially we will need to continue to lobby WG to ensure funding is available to make such changes – e.g. decarbonisation of homes and public buildings, transportation, active travel.
- 8.9 A brilliant and exciting opportunity to maximise the wellbeing of future generations and equality plan principles to make for a Greener Council by 2030 and a Greener Swansea by 2050.
- 8.10 The IIA screening form is included as **Appendix 3**

9. Financial Implications

- 9.1 The full financial cost of achieving Net Zero can only be considered an estimate at this stage and broad financial implications are noted in section 7 of this report.

- 9.2 The report sets out initial estimates of the costs of legal duties upon the Council. It remains unclear whether any financial assistance will be forthcoming from Welsh or UK governments to meet all or any of the costs given this Council like all others faces a plethora of other legal obligations and a stark outlook in real terms for public finances for the foreseeable future of the decade.
- 9.3 No meaningful future budgets have been provided for any of these indicative future costs to date to be met by the Council. This reflects the explicit presumption that the Council will not be expected to fund costs out of core spending, but that alternative external sources of finance will be provided by national governments. However, consideration should be given to spend to save initiatives, for example future phases of the ReFit programme.
- 9.4 By way of potential context and scale only, if capital budgets were to be provided from now onwards over the forthcoming 7 years to 2030 it would be prudent to assume £25m per annum of additional capital obligations each year growing cumulatively to £175m This would be the most prudent, assuming zero support from government. It is likely to overstate the cost and risk as neither UK nor Welsh government could reasonably expect individual councils to meet the costs in isolation.
- 9.5 If this Council were expected to have to fully fund itself then at current likely rates and MRP this would cost coming on £2m per annum rising cumulatively to £12m by 2030 in capital financing costs. This broad estimate at today's prices and interest rate outlook and could vary significantly in practice.
- 9.6 Cabinet and Council will have to have due regard to this in all future budget setting and MTFP decision rounds. Its appetite for revenue versus capital spending decisions, the timing of those decisions and it's prioritisation of competing legislative obligations will be an undiluted challenge as the Audit Wales report acknowledges .The longer uncertainty persists over funding support or lack of support and the longer Council does not explicitly provide for any future costs the bigger the risk of inevitable end loaded costs if no external support is obtained.
- 9.7 It is clear in any scenario residual carbon emissions will remain even after action and, subject to the views of WG in terms of their carbon emissions reporting guidance, there could be planned for costs of offsetting in either the revenue budgets from 2030 onwards (minimum £0.5m at current prices) or before that further capital (£27.5m at current prices)
- 9.8 At present the budget presumption is repeated that this Council is assuming that 100% of all costs are met externally as they materially transcend its ability to afford them itself.

10. Legal Implications

10.1 There are no legal implications associated with this report.

Background Papers: None

Appendices:

Appendix 1 – Swansea Council Net Zero 2030 Delivery Plan

Appendix 2 – Climate Change & Nature Strategy 2022-30

Appendix 3 – IIA Screening Form

Swansea Council

Net Zero Delivery Plan 2030

Buildings and Energy

	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO₂e savings
Page 30	NZ30/1 Decarbonise our public estate by reviewing our asset management strategy.	To ensure that any decisions relating to the Council's operational asset base are fully informed by energy efficiency data. This will enable maximised occupancy and co-sharing opportunities in the most appropriate assets. A reduction in assets will bring an immediate reduction in emissions. Will be informed by budget and service planning.	Short term then continuous	Within existing budgets initially but likely capital investment required	Within existing staff resources initially buy will likely require project management and technical input.	Further work needed to measure carbon savings
	NZ30/2 Reduce the energy consumed across the council's buildings and estate. Long term investment planning for a renewable future addressing the challenges of Welsh Government commitments and the Authorities 'Climate Emergency' motion	Building Heat Decarbonisation assessments of Swansea Council public sector buildings estate (Solar PV, ASHP, all electric and combined technologies in conjunction with conventional energy efficiency, and building fabric improvements); complete financial cost modelling for each building, financial savings /payback and carbon emission savings	Short term then continuous	Further work needed to measure financial costs and savings but initial estimate of £7M to target poorly performing assets. Full decarbonisation, if possible, would total many £100Ms as it require demolitions and rebuilds	Local Partnerships doing benchmark calculations – data submitted	Local Partnership benchmark report expected Nov 22

	Carbon Reduction Retrofit Investment Programme – Welsh Government Funding Programme / Salix Finance	Investment in Energy Conservation Measures (ECMs) to improve the building fabric of council owned buildings delivering energy and carbon reductions, reducing maintenance costs. Phase 1 completed.	Short term then continuous	Further work needed to measure financial costs and savings. (Phase 1 - £1.3million; 7.5 yrs payback)	Phase 2 in progress towards High Level Assessment (HLA) being undertaken. Education Services to appoint schools Project Manager. Corporate buildings with Energy Manager.	Further work needed to measure carbon savings (Phase 1 - 379 tonnes of CO2 saved per year)
	Collaborate with Welsh Government and South West Wales (SWW) regions to establish a Local Area Energy Plan	Improving the energy infrastructure in Swansea and SSW in order to support low carbon energy and transport systems	Medium to Long term, then continuous	Welsh Government	Lead Contractor and Technical Advisor funded by Welsh Government. Swansea Council to appoint internal Project Manager	Local Area Energy Plan Report to be produced in 2024.
	Capital Maintenance Budget - Ensure investment in energy saving products with replacement of mechanical and electrical equipment as a result of nearing the end of their life expectancy; statutory compliances and business continuity concerns.	This will ensure energy efficient equipment is being installed reducing our carbon emissions which will in turn assist in maintaining a sustainable asset portfolio in line with the overarching asset management plan	Short term, then continuous	No additional Cost	Corporate Building Service	Dependent on total sum of equipment purchased/installed.
	Decarbonise the council's energy supply	Investigate viability and cost impact for all the council's buildings to move onto a 'green energy' gas contract. 'green energy' comes from renewable energy sources.	Short time	Further work needed to measure financial costs or savings (increase of £500k on natural gas costs before COVID and price increases)	Energy team	Further work needed to measure carbon savings in accordance with WG – Welsh Public Sector Net Zero Carbon Reporting
	Electrification of heating systems in buildings to reduce carbon emissions	Investigate the feasibility of installing electrification systems – or heat pumps – in buildings; prioritising buildings/schools still on	Medium to long term	Further work needed to measure financial costs or savings	Contractor to provide cost	Further work needed to measure carbon savings

		heating oil. Since substantial financial investment is needed for installation, further work needs to be done before choosing if they will be installed and which sites will benefit most.		(Air Source Heat Pump installed in Central Block, CBS replacing oil boiler - £70K)		
	Display Energy Certificates (DECs) and Advisory Reports (ARs)	DECs and ARs provide an energy rating of the building from A to G, where A is very efficient and G is the least efficient. The information contained in the Display Energy Certificates and Advisory Reports will be used to prioritise buildings towards improving its energy efficiency, well-being of occupants and financial return on investment.	Short term and continuous	Further work needed to measure financial costs or savings	Energy team	Further work needed to measure carbon savings
	Energy Champions	Appoint and provide continuing support to energy champions to advocate energy efficiency throughout their buildings to encourage their co-workers to adopt energy efficient practices in both the workplace and their everyday lives.	Short term and continuous	Nil Cost	Energy team	Further work needed to measure carbon savings
NZ30/3	Encourage employee behaviour change through training and process improvement	Premise Manager training and support package to be developed	Short term	£5,000	Resource assigned to task	
		Pilot launch Energy Sparks programme across Educational estate.	Short term	£26,400 (ERF bid) One year pilot	Energy Sparks driving delivery. Most schools can expect to achieve savings of around 10% in their first year of engagement, resulting in cost savings of between £2,500 to £6,000 (depending on	

					tariffs) and 8 tonnes of CO2 based on an average 2 form entry primary school.	
NZ30/4	Decarbonise street lighting with further investment in LED's	Procure LED materials to deliver programme	Medium term	£1m approved	Resource and finance in place to deliver 3400 street lighting lanterns. A further £800k required to complete, funding gap leaves a shortfall of 2512 lanterns and savings of 118,149 kg per kWh per annum.	159,902 kg per kWh per annum based on 3400.
NZ30/5	Ensure all new buildings are constructed to the highest possible sustainability standards.	Net Zero for all new build schools WG instruction	Short	TBC	Building Services Architectural Design Group	TBC upon completion of each project

Fleet and Mobile Equipment

	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO ₂ e savings
NZ30/6	Transition the Council's fleet to zero emission equivalents in accordance with the Welsh Government's expectation of light commercial vehicles by 2025 and other vehicles by 2030	Continue to implement the Council's Green Fleet Policy and Ultra Low Emission Vehicle Strategy 2022-2030, review and re-profile Fleet Renewal programme to meet (known/expected) financial impacts, trial emerging technologies and ultra low fuel alternatives for interim and longer term decarbonisation solutions	Light Commercial vehicles (up to 3500kg) – Medium Term in line with 2025 expectation Heavy Commercial and specialist vehicles – Long Term in line with 2030 expectation	Estimated total increased (net) revenue costs of @ 450 light commercial vehicles to 2027 is £7m £9.3m vehicle acquisition costs (partly inflationary, partly ULEV) less	Net increases on the @ 450 Light Commercials to 2027 have already had fuel savings taken into account £484,000 EV capital funding (C03591) assigned to EVs (& Infrastructure) Revenue increases (known and tbc), as	To be scoped

				<p>£2.3m fuel saving costs</p> <p>Additional costing needed on all non-light Commercials and post 2027 renewals when greater range of vehicles and pricing known.</p> <p>Capital programmes for vehicle renewals also require review and re-profiling</p>	<p>well as increased capital costs (tbc) funding streams unknown.</p> <p>Expectation of stretching asset life to accommodate for increased costs.</p> <p>Some potential 'short term' Welsh Govt. supporting grants bridging increased capital costs, particularly for Waste related vehicles.</p>	
NZ30/7 Page 34	Establish a fleet vehicle charge point infrastructure that supports this transition	<p>Continue to scope, design and install supporting charging infrastructure for fleet vehicles at depots in conjunction with fleet renewal progress.</p> <p>Impact of home to work travel and subsequent vehicle recharging to be assessed.</p>	Medium Term	<p>WGES ULEV Fleet Review (2021) projected £750,000 minimum for infrastructure, expectation likely to closer to £1m now</p>	<p>£300,000 WGES grant received for current phase of 60 charge points</p> <p>Future internal funding stream unknown (see capital funding C03591 above)</p> <p>Potential 'short term' infrastructure Welsh Govt grants and resource support</p>	n/a but supports above
NZ30/8	Optimise fleet vehicle use and efficiency	Undertake cyclical fleet performance reviews to maximise utilisation, downsize vehicles and/or reduce fleet	Short Term	Potential cost reductions tbc	Potential cost reductions tbc	Scoped as review outcomes known
NZ30/9	Establish integrated data systems for GHG measurement	Scope, design/acquire integrated data systems for Fleet Management for improved reporting/monitoring	Medium Term	£40,000 and annual support fees	Fleet Management budgets (26001/26003)	n/a but supports above

NZ30/10	Revise and approve the appropriate supporting policies, procedures and working practices	Review impacted policies (Home to Work for example) and working practices affected by transition to ULEV (fuel, maintenance, driver training etc)	Short Term	To be scoped as reviewed		n/a but impacted by above
NZ30/11	Decarbonise Grey Fleet Travel	Scope impact of new hybrid working on Grey Fleet mileage and identify ULEV options for remaining	Medium Term	Potential cost reductions tbc (£1.5m)	Potential cost reductions tbc	Scoped as review outcomes known (cf 429 tCO ₂ e in 2019/20)
NZ30/12	Decarbonise mobile plant equipment	Limit the use of petrol or diesel powered portable plant items wherever possible to limit emissions.	Medium	TBC	Plant sections in individual sections to review availability of alternative plant items that do not require petrol or diesel to operate.	TBC

Land Use

	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO ₂ e gains
NZ30/13	Local Development Plan (LDP) policy reviewed to protect land soils and habitats rich in carbon	Establish a baseline and map opportunity for increasing carbon rich soils and habitats LDP policy review including public consultation and balancing needs of growth- v -protection of land Designation of more protected sites- Local Nature Reserves etc.	Medium term Medium term	£5,000 Staff time	LDP budget or grant funding (unless data already obtained through nature conservation ecosystem mapping) LDP budget There is currently no budget for managing	Unknown Unknown

		<p>Review Management plans for existing protected sites</p> <p>Protect land and habitats rich in carbon, keeping wet sites wet and grasslands/meadows scrub free, change grazing regimes/stock on Council grazing sites in order to benefit biodiversity</p> <p>GI Assessment to inform future Replacement LDP to identify areas important as Carbon SINCS.</p> <p>Future Replacement LDP will revisit all Ecosystem and Resilience policies. Policy criteria to protect important Carbon Sinks will be considered.</p>	<p>Medium term</p> <p>Short-medium term</p> <p>Medium term</p> <p>Short to medium term</p> <p>Short to medium</p>	<p>Staff time</p> <p>Current project</p> <p>Staff time</p> <p>Staff time</p> <p>Staff time</p>	<p>any of the Council's nature reserves – wholly reliant on grant funding. Potential for developer contributions</p> <p>Grant funded</p> <p>Grant funding</p> <p>Staff resource</p> <p>Staff resource</p>	<p>Unknown</p> <p>Unknown</p> <p>Unknown</p>
NZ30/14	Increase terrestrial Central Area GI to 26%	Establish a baseline and map opportunity for increasing biodiversity in the Swansea Central Area (SCA)	Short	£5,000	ENRAW Grant (current Welsh Government funding for 22/23)	Unknown

		<p>Deliver biodiversity /nature recovery enhancement schemes i.e. green roofs / walls/ rain gardens, wildflower planting etc.;</p> <p>Establish baseline and map opportunities for increasing canopy cover in the SCA.</p> <p>Multifunctional GI to be designed into appropriate development schemes as part of strategic place making agenda</p>	<p>Short, Medium and Long</p> <p>Short, medium and long term</p> <p>Short to medium term</p>	<p>£20,000 to £300,000</p> <p>£20,000 to £300,000</p>	<p>Capital funding and grants including from Section 106 agreements and also conditions of planning permissions for new development</p> <p>Capital funding and grants</p> <p>Staff time/cost</p>	<p>Unknown</p> <p>Unknown</p>
NZ30/15	<p>Tree planting opportunity areas mapped county wide</p> <p>1000s new trees planted</p>	<p>Ground truthing and mapping potential locations for tree planting on both Council land and ward by ward basis</p> <p>Maintenance of trees for up to 5 years following planting (longer for whips) including watering weeding, etc</p> <p>Tree planting sites linked to wider GI Strategy to facilitate enhanced GI connectivity</p>	<p>Short, medium and long term</p> <p>Short, medium and long term</p> <p>Short to medium term</p>	<p>Staff time. Work being taken forward by project group</p> <p>Estimated £1000 per tree</p>	<p>Grant funding , donations, developer contributions and tree nursery stock</p> <p>Grant funding , developer contributions, staff time</p> <p>Staff time/cost</p>	<p>Will depend on type , size, species and location</p> <p>Will depend on survival of tree</p>
NZ30/16	<p>Minimum 30% of protected sites in positive management for biodiversity</p>	<p>Management Plans adopted and implemented for all Council Local Nature Reserves.</p>	<p>Short term</p>	<p>Current project</p>	<p>Grant funding and staff resource</p>	

		Management plans prepared and implemented for other Council owned protected sites	Medium term	Staff time	Staff resource	
		Identify opportunities to reduce greenhouse gas emissions and increase sequestration through the sustainable management of land and sea assets	Medium term	Staff time	Staff resource	

Waste - Operational

Page 38	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO ₂ e savings
NZ30/17	Encourage circular economy values within Swansea Council – to minimise and prevent - reduce, reuse, recycle.	Write and implement a revised Waste Strategy which further promotes the circular economy for residents	Medium	Further work needed to measure financial costs or savings	Within Waste Management service	Further research needs to be undertaken to measure carbon savings
		Review processes within the Council to ensure the circular economy is considered as part of any purchase, process review, or disposal	Medium	Further work needed to measure financial costs or savings	PM resource	Further research needs to be undertaken to measure carbon savings
NZ30/18	Reduce operational single use plastics wherever possible	Review sources of single use plastic and consider feasibility of alternatives	Medium	Further work needed to measure financial costs or savings	Each HoS to undertake review within their Service	Further research needs to be undertaken to measure carbon savings
NZ30/19	Reduce operational waste eg food, construction materials	Review sources operational waste and consider methods of reduction	Medium	Further work needed to measure financial costs or savings	Each HoS to undertake review within their Service	Further research needs to be undertaken to

						measure carbon savings
NZ30/20	Encourage operational recycle and repair.	Update Council website and literature to promote donation of items to charities or the Tip Treasures re-use shop	Short	No additional costs	Within Waste Management service	Further research needs to be undertaken to measure carbon savings
		Review opportunities to transform town centres so they include opportunities to swap, share and repair, shop at local businesses and zero waste shops	Long	Further work needed to measure financial costs or savings		Further research needs to be undertaken to measure carbon savings
NZ30/21	Reduce construction waste	Building Services Reuse and recycle wherever possible, through procurement focus on recyclable and sustainable products.	Short	No additional costs	Building Services Architectural Design Group and Procurement team	Further research needs to be undertaken to measure the carbon savings
		Highways Reuse and recycle wherever possible, through procurement focus on recyclable and sustainable products.	Short	No additional costs	Highways team	Further research needs to be undertaken to measure the carbon savings

New Ways of Working

	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO²e savings
NZ30/22	Develop emissions data monitoring processes	Work with HR team to improve data collation	Medium Term		Existing PM resource	
NZ30/23	Reduce commuting miles	Work with HR and Facilities Management teams on agile working strategy	Medium Term		Existing PM Resource	
NZ30/24	Deliver agile working policy	Work with HR and Facilities Management teams on agile working strategy	Medium Term	Nil	Existing resource in Facilities Management and Human Resources team	
NZ30/25	Develop an staff active travel plan	Commission travel plan project	Medium Term – 3 year programme	£30,000	Existing resource in Facilities Management Team	
NZ30/26	Implement Healthy Travel Charter in Swansea Council	Commitment already made	Short – Medium Term	Nil	Existing resource in Facilities Management and Human Resources and Place Project team	
NZ30/27	Develop an electric vehicle charging strategy	Commitment already made	Short to Medium Term	Nil	Active Travel team	

Supply Chain

	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO²e savings
NZ30/28	Commit to Net Carbon Zero in our supply chain by 2050	Communications / Change / Transformation plan to be developed with appropriate support including procurement toolkit for use by Services	Medium	Staff resource	To be identified / at this time there is no staff resource in the Commercial Services area to support this work.	N/A
NZ30/29	Through forward planning and innovation develop new specifications for our contracts that deliver Net Carbon Zero	Linked to the above and working with partners including the Welsh Government and WLGA undertake research & development focusing on high spend / high impact service areas	Medium to long term / as contracts are renewed	As above	As above	TBD – this is the stand of activity which will provide the CO² savings
NZ30/30	Map and monitor our progress, with appropriate prioritisation and target setting	Interlinked with both points above – the development of appropriate governance framework to manage this work and ensure the required outcome of Net Carbon Zero.	Medium	As above	As above	N/A

Additional ambitions:

Council Renewable Energy

	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO₂e savings
Page 42	NZ30/31 Increase our carbon 'credit' by creating Solar farms (ground mounted solar PV / Wind farms/ hydrogenerator to the Tawe Barrage) to create renewable energy that the council can use in their buildings or income generation.	Further investigate the sites already identified for potential solar farms, and draw up business plans based on the best carbon and financial benefits.	Medium to long term	Further work needed to measure financial costs or savings	Contractors to provide costs	Further work needed to measure carbon savings
	NZ30/32 Reduce our carbon emissions by expanding our use of Solar PV to generate renewable energy	Expand our current programme for installing Solar PV systems to more of the council's assets - include corporate buildings, depots, offices, schools, care homes, community centres, libraries (leisure centres) and car parks. Further investigate sites.	Medium to long term	Further work needed to measure financial costs or savings External investment with EGNi Co-Operative installing Solar PV on school roofs and Retrofit Energy conservation measure	Contractors to provide costs	Further work needed to measure carbon savings

Council Behaviour Change

	Ambition	Activity	Timeline Short 2022/23 -2023/24 Medium 2022/23-2026/27 Long term 2022/23-2029/30	Projected Costs	Resource	tCO₂e savings
NZ30/33	To achieve One Planet Standard accreditation	Work towards Bronze accreditation	Short Term	Nil	Officer time allocated	
NZ30/34	To develop on line and front line training packages	Develop tool box talks and e-learning packages for all employees	Short term	Nil	Officer time allocated	
NZ30/35	To undertake Welsh Government training where appropriate	Undertake Welsh Government training sessions as appropriate	Short Term	Nil	Officers and members assigned	
NZ30/36	To develop supplier training	Commission and deliver supplier training support	Short term	£8,000 grant funded	Funded and externally delivery	
NZ30/37	Work collaboratively with Unions to deliver just transition	Provide regular updates and engagement	Short – medium term	Nil	Key officers	
NZ30/38	Support retraining of new and emerging technologies	Training delivery for operational staff working on new equipment	Short - Medium	Nil	Existing staff and Gower College supporting retraining.	

Appendix 3

Audit Wales Report - Public Sector Readiness for Net Zero Carbon by 2030

Swansea Council Response December 2022

Background

The Auditor General has committed to an ongoing programme of work on climate change. Their report 'Public Sector Readiness for Net Zero Carbon by 2030' is their first piece of work looking at decarbonisation in 48 larger public sector bodies.

Swansea Council responded to a call for evidence to inform the report in November 2021. Lead officers also met in person to discuss some subjects in more detail, prior to the report being published in July 2022.

Audit Wales concluded that there is *“uncertainty that the ambition for a net zero public sector will be met.”* and the report calls for *“stronger public sector leadership on reducing carbon emissions in Wales”*

Considerable activity is taking place to reduce carbon emissions. However, public bodies need to increase their pace of activity amid clear uncertainty about whether they will achieve the collective ambition to have net zero carbon emissions by 2030. There are real barriers that public bodies need to address, and decarbonisation needs to be put at the heart of their day-to-day activities.

In the report, the Auditor General makes the following five calls for action from public bodies:

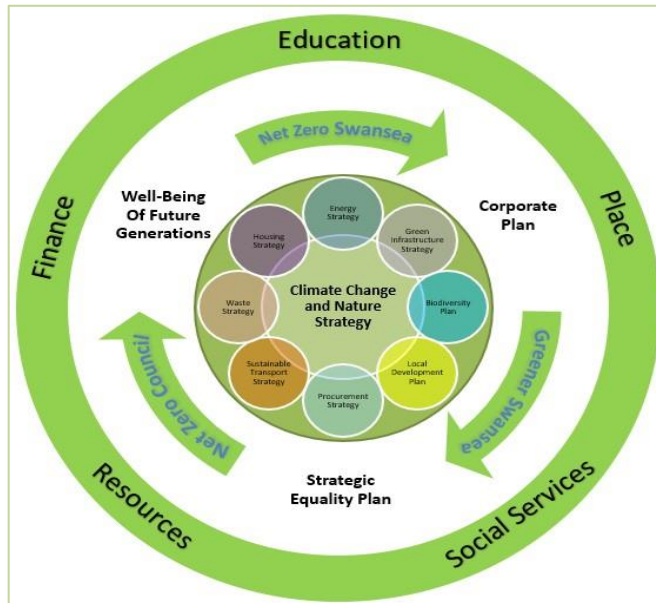
- Strengthen your leadership and demonstrate your collective responsibility through effective collaboration;
- Clarify your strategic direction and increase your pace of implementation;
- Get to grips with the finances you need;
- Know your skills gaps and increase your capacity; and
- Improve data quality and monitoring to support your decision making.

Response

Strengthen your leadership and demonstrate your collective responsibility through effective collaboration.

- New Well-being objective created in the corporate plan – Delivering on Nature Recovery and Climate Change demonstrates full commitment to the subject.

- The Cabinet member for Service Transformation and the Cabinet member for Corporate Services and Performance (our two Deputy Leaders) both chair the Climate Change and Nature Recovery Steering Group.
- Leader/Cabinet member WLGA Climate leadership training attended by senior officers. New on line training package due for launch in the New Year suitable for councillors and officers. Also to be shared regionally as best practice.
- New Climate Change Corporate Delivery Committee established to focus on new strategy and policy.
- Nature Recovery and Climate Change governance reflected below.



- South West Wales Economic Delivery Plan reflects collaboration on this agenda.
- Regional energy agenda via Earth Programme
- WLGA supporting masterclasses to share good practice across all Welsh public bodies.
- Swansea Council already has a dozen signatories to the Climate Change and Nature Action Charter who will help develop the Net Zero Swansea strategy/agenda, these include health board, fire, police services, universities, NRW, Coastal Housing etc.
- Working with the PSB and the Working with Nature sub group to collaboratively drive the Net Zero Swansea 2050 agenda.
- Working with BID and the economic delivery team to support small local businesses.
- Working with schools on this agenda.
- Recently established a new Environmental partner procurement framework. Recently presented 'partnership working' to WLGA forum and commended for projects being undertaken in Swansea.
- Working with The Swansea Environment Centre to run an Energy Awareness Hub to help citizens during the energy crisis. Additional funding secured through to March 2023.
- Gained Bronze One Planet Standard accreditation in November 2022.

Clarify your strategic direction and increase your pace of implementation

- Three years of emissions now successfully submitted to Welsh Government.
- A costed delivery plan presented and approved by Cabinet 15th December.
- Collaborate with climate signatories to develop action towards delivering the Swansea wide 2050 target.
- Utilise new environmental partners to undertake ground work in 222-23, establish clear picture of what's happening across Swansea from a community perspective.
- Climate Pledge wall introduced with 150 plus signed up.
- Citizen survey undertaken March 21 with over 1000 responses. Plan to repeat in spring 2023. The main message was to 'go faster, go further' which continues to be our ambition.

Get to grips with the finances you need

- The ability and the costs of being able to deliver NZ have been set out in a report to Cabinet 15th December 2022.
- Due to the stance taken on renewables within WG guidance it is expected that to meet the requirements as currently set out will be likely unachievable and almost certainly unaffordable without significant subsidy. There is a need for further dialogue with WG regarding delivery timeframe and how the public sector will be funded to reach the standard we all need to achieve.

Know your skills gaps and increase your capacity

- Skills gaps have mainly been identified in operational and technical fields. Examples include technical design, drainage, ecologists, trades (new technologies), and carbon reduction.
- Alongside continuing to recruit externally in a very limited, competitive market, strategies are also in place to 'grow our own' and work more closely with the local universities to try and bridge the skills gaps.
- Working with Gower College to retrain current staff in new technologies.
- Teams will seek opportunity of recent funding – 'SBCD skills and talent'
- There has been Welsh Government support to drive regional working.
- The council will also explore the opportunity for funding via the CJC mechanism as part of the delivery of the regional energy strategy.

Improve data quality and monitoring to support your decision making

- Currently operational officers are working as a team to collate all required WG reporting data and this has worked extremely well to date, but recognising we will need to drill down to the finer detail going forward a new Carbon Reduction Project Manager has been appointed in December 2022, to work alongside officers to analyse and monitor our data going forward.
- Swansea will be using 'Team Sigma' to start collating data electronically offering monitoring and reporting facilities. Maybe WG should consider standard on line reporting format going forward to help improve consistency?
- We will commence the more detailed emissions breakdown, newly requested by WG in the social care sector, in readiness for next year's reporting.

Conclusion

Swansea Council has made a commitment to delivering on nature recovery and climate change as per the new corporate plan wellbeing objective 2022-2027. The challenge now is to ensure adequate skilled resource and funds are made available to ensure effective delivery. As it stands, the campaign is likely to need more time and we are not in a position to fully fund the programme from Council budgets.

Integrated Impact Assessment Screening Form

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

Which service area and directorate are you from?

Service Area: Property Services

Directorate: Place

Q1 (a) What are you screening for relevance?

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

(b) Please name and fully describe initiative here:

Swansea Council Net Zero by 2030

1.1 Welsh Government have set guidelines for public bodies to lead by example and aim collectively for net zero by 2030. The report provides an overview of what categories are required for reporting and respective emissions data. It also provides a plan of 30 proposed actions requiring delivery by 2030. A more detailed costed delivery plan, is also included providing more information on each activity. The report also briefly reflects on the wider Swansea collective ambition to be net zero by 2050 and the Nature Recovery agenda. Both will require separate reports in 2023.

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

	High Impact		Medium Impact		Low Impact		Needs further investigation
	+	-	+	-	+	-	
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Integrated Impact Assessment Screening Form

Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

As a council, strong governance has been established from Cabinet, CDC, steering group with cabinet members and a programme board of multi-disciplined officers have been working on the agenda, along with a communications team. SME's in all related service areas have been engaged in the WG reporting and have helped develop the information presented to WG and in this report. This integrated and collaborative approach has worked particularly well. Prior to approval of the report, the team has consulted with leadership, CMT and Cabinet.

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

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

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

High risk

Medium risk
x

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

x Yes

No

If yes, please provide details below

All key policies drivers that influence our emissions and nature recovery are now working as an established programme board, part of the governance structure is to ensure priority is given

Integrated Impact Assessment Screening Form

to meeting targets. The aim is that the actions become part of business as usual, with the majority already underway.

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

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

Swansea Council recognises that it must lead by example on the net zero agenda. If the council is seen to be achieving the targets then the wider Swansea audience will follow. There is a strong political drive from Welsh Government, linked in to the ambitions of the Well-being of Future Generations Act, and all public bodies across Wales are walking the same path.

In the context of this report, which focuses on the councils internal ambition to be net zero by 2030, then in the first instance Swansea Council will follow the principles of the Welsh Government public body reporting on six organisational categories:

- Buildings & Energy
- Fleet and Mobile Equipment
- Land Use
- Waste
- New Ways of Working
- Supply Chain

Examples:

- Actions could result in healthier travel routes to work e.g. less vehicle emissions and the encouragement of walking, cycling, and use of public transport.
- Greening our council fleet will mean less county wide air pollution.
- Hybrid working where appropriate will reduce emissions and support a better work life balance.
- The planting of more trees and plants will improve air quality and carbon absorptions.
- New technologies such as solar panelling and air source heat pumps will generate greener jobs in new technologies.
- Working with local suppliers to reduce carbon footprint miles will also support the local economy as well as reduce emissions.

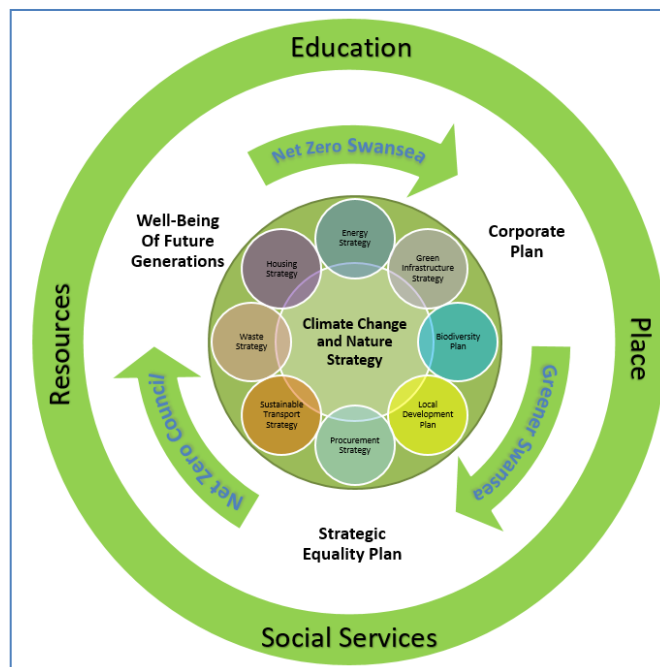
A key principle in all net zero route maps from welsh government support a fair transition, which Swansea Council fully embraces.

Integrated Impact Assessment Screening Form

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- **Summary of impacts identified and mitigation needed (Q2)** – If we move in the right direction as a council aiming for net zero by 2030 , we can lead by example bringing citizens along with us on the 2050 journey, then all benefits could and should be very positive, eg reduction in fuel poverty, local food supply, improved health and well-being, reduced fire, flooding to name but a few.
- **Summary of involvement (Q3)** Internal governance and multidisciplinary involvement is strong and has recently be ratified by the awarding of the Bronze One Planet Standard. Between the programme board and the communication group, every single service area of the council is involved.
- **WFG considerations (Q4)**
- To note the Well-being of Future Generations is a pivot part of our project governance structure.



- **Any risks identified (Q5)** – Risks are medium – We have the plan, but financially we will need to continue to lobby WG to ensure funding is available to make such changes – eg decarbonisation of homes and public buildings, transportation, active travel.
- **Cumulative impact (Q7)** – A brilliant and exciting opportunity to maximise the wellbeing of future generation and equality plan principles to make for a Greener Council by 2030 and a Greener Swansea by 2050.

Integrated Impact Assessment Screening Form

(NB: This summary paragraph should be used in the relevant section of corporate report)

Full IIA to be completed

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

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

Screening completed by:
Name: Rachel Lewis
Job title: Directorate Project Manager
Date: 10th November 22

Approval by Head of Service:
Name: Mark Wade
Position: Interim Director of Place
Date: 12th November 22

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

Agenda Item 7



Report of the Cabinet Member for Service Transformation

Climate Change and Nature Scrutiny Performance Panel – 10th January 2023

Transitioning to a 'Green' Vehicle Fleet

Purpose	To provide a briefing requested by the Board about the strategy to transition the corporate fleet to ultra low emission vehicles
Content	This report provides a summary of the current fleet profile, the Ultra Low Emission Strategy 2021-2030, progress to date, the timescales and the challenges
Councillors are being asked to	Provide their views on the approaches being adopted and the challenges faced
Lead Councillor(s)	Councillor Andrea Lewis (Deputy Leader)
Lead Officer(s)	Stuart Davies (Head of Service Highways and Transportation)
Report Author	Mark Barrow (07796 275093) / mark.barrow@swansea.gov.uk
Legal Officer	Deb Smith
Finance Officer	Paul Roach
Access to Services Officer	Rhian Millar

1. Background

- 1.1 The Council declared a Climate Change Emergency in June 2019 and a subsequent target of becoming a **net zero organisation by 2030**, committing to actively reduce the impact of its activities on the environment in line with its sustainable delivery and wellbeing objectives.
- 1.2 The Welsh Government set out its expectations with regard to public sector fleets in its 2019 strategy 'Prosperity for All : A Low Carbon Wales', outlining its ambitions for all new cars and light goods vehicles to be ultra-low emission by 2025 and all heavy goods vehicles by 2030

- 1.3 The Council's 'Green Fleet' Policy was adopted in 2018 with an aim to ensure that the acquisition, use and management of the corporate vehicle fleet consistently and continuously seeks to contribute to the Council's Corporate Plan commitments with regard to the Well-Being of Future Generations (Wales) Act 2015
- 1.4 The Policy targets incremental annual improvements in terms of carbon reduction, fuel used, as well as the rate of adoption of ultra-low emission vehicles (ULEVs). The increased urgency of the climate crisis and the 2030 deadlines required a strategy to ensure the transition adopted a more focussed approach.
- 1.5 The current fleet size is approximately 945 road registered vehicles (including school minibuses). It is a large and complex public sector fleet including 160 heavy goods vehicles and 640 light goods vehicles
- 1.6 The fleet is 92% diesel powered and accounts for 21% of the annual corporate carbon dioxide (CO2) emissions, approximately 6100 tonnes.

2. 'Greening' the Fleet

- 2.1 The Council has been transitioning to 'Green' vehicles since 2010 and currently has 72 full battery electric and 8 'hybrid' battery already in use. This includes an electric refuse collection vehicle and two electric compact road sweepers.
- 2.2 There are a further 35 battery electric vans and cars on order, due early 2023, that would result in the Council having 10% of its fleet as 'green' vehicles.
- 2.3 Forty charge points have been installed across 12 Council sites to support this, with a further 50 currently being installed.
- 2.4 A total of £1 million of Welsh Government grants has been secured so far to support the transition on vehicles and infrastructure
- 2.5 Training has also been provided for 16 fitters at the Central Transport Unit to enable them to work on electric vehicles and to ensure service support is resilient for this new technology.
- 2.6 The Ultra-Low Emission Vehicle Transition Strategy 2021-2030 (Appendix A) was adopted following a review by the Welsh Government Energy Service.
- 2.7 This strategy set out key objectives and aims to drive the transition. These include,
 - 2.7.1 Transition the whole vehicle fleet to zero emission by 2030

- 2.7.2 Adopt a “diesel by exception” approach when procuring
- 2.7.3 Establish supporting infrastructures
- 2.7.4 Optimise vehicle use and efficiencies
- 2.7.5 Decarbonise business travel
- 2.7.6 Aim to reduce fleet emission by over 90% by 2030
- 2.7.7 Establish integrated data systems for Greenhouse Gas measurement
- 2.8 The strategy includes 20 key actions including adopting a corporate transformational programme approach, establishing action plans, considering all viable green alternatives, realigning vehicle renewal programmes, understanding the cost implications and environmental benefits.
- 2.9 The scale of the transition challenge is considerable given the size and complexity of the fleet. It constitutes a significant corporate change within relatively short timescales and affects everyone who uses, or is served by, fleet vehicles.
- 2.10 It is anticipated that over 900 vehicles will be renewed up to 2030, as well as the need to establish ‘refuelling’ infrastructure such as charge points and alternative fuel dispensers.
- 2.11 The current supply chain disruption, at a time of increasing demand for ULEVs, has temporarily inhibited the Council’s progress in terms of the transition due to volatile pricing and delivery lead times of up to 12 months.
- 2.12 The Council also has to consider the implications of procuring vehicles now for its future operating models, when no viable ‘Green’ equivalents are available.
- 2.13 Technologies are emerging and maturing beyond the electric car sector, but may not be in place by the time certain vehicles are due for renewal, making the ‘diesel by exception’ approach more difficult to adopt initially.
- 2.14 Infrastructure investment is required to support the transition against a backdrop of rationalised Council sites and electricity grid capacity constriction. Over 200 vans currently are taken home by employees, adding to the challenge of determining the refuelling approach for these vehicles.

- 2.15 The role of renewables and sustainable alternative fuels such as hydrogen, is also currently being explored for interim and longer term solutions.
- 2.16 There are significant financial impacts for the Council in terms of vehicle renewal and infrastructure investment, both in terms of revenue and capital expenditure.
- 2.17 A provisional estimate of an additional £55 million may be required for vehicle renewals up to 2030. This has been estimated using current vehicle prices and the differential between battery electric (where known) and diesel equivalents but this is acknowledged as indicative at best, due to the difficulties in forecasting prices and future requirements.
- 2.18 Infrastructure is estimated as requiring an additional £700,000 with the implementation of renewables considered key to future energy cost avoidance and security.

3. Summary

- 3.1 The Council's declared aim of becoming a net zero organisation by 2030 includes its vehicle fleet operations. The ULEV Transition Strategy has set out an initial pathway reflecting this commitment and is progressing.
- 3.2 The challenges of this wholesale change have been increased by recent global events and have made the timescales (2025 and 2030) difficult to achieve. The financial and operational impacts will be significant.
- 3.3 The Council is amongst the leading public sector fleets in this regard and the next two years will see continued progress, particularly in the light goods vehicle renewals and infrastructure.

4. Legal implications

- 4.1 There are no legal implications arising from the content of this report.

5. Finance Implications

- 5.1 The financial implications of an estimated additional £55 million, as set out above, are indicative due to the difficulties in forecasting price and future demand up to 2030.

6. Integrated Assessment Implications

- 6.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations

(Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

6.2 The Well-being of Future Generations (Wales) Act 2005 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

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

6.4 An Integrated Impact Assessment Screening Form has been completed with the agreed outcome that a full IIA report was not required:

- The reasons for this outcome were that the implementation of the strategy will see medium local impacts as the Council operates approximately 900 vehicles within its boundaries, although the net effect will also contribute to broader 'global' environmental aims.
- It is largely driven by the need to respond to legislative changes, as well as climate emergency declarations.
- It is a low risk initiative, although it does attract additional costs. The overall cumulative effect is positive for all sectors of the community.

Background papers: 'Integrated Impact Assessment Screening Form'

Appendices:

Appendix A – Ultra Low Emission Vehicle Transition Strategy 2021 – 2030.

CITY AND COUNTY OF SWANSEA

ULTRA LOW/ZERO EMISSION FLEET VEHICLE TRANSITION 2021-2030

1. Introduction

- 1.1 The Council declared a Climate Change Emergency in June 2019 and a subsequent target of becoming a **net zero organisation by 2030**, committing to actively reduce the impact of its activities on the environment in line with its sustainable delivery and wellbeing objectives.
- 1.2 The Welsh Government set out its expectations with regards to public sector fleets in its 2019 strategy 'Prosperity for All : A Low Carbon Wales', outlining its ambitions for all new cars and light goods vehicles to be ultra-low emission by 2025 and all heavy goods vehicles by 2030.
- 1.3 The Council's Green Fleet Policy was adopted in 2018 with an aim to ensure that the acquisition, use and management of the City and County of Swansea's corporate vehicle fleet consistently and continuously seeks to contribute to the Council's Corporate Plan commitments with regard to the Well-Being of Future Generations (Wales) Act 2015.

2. Vision

- 2.1 The Green Fleet Policy's principal aim is to continuously reduce the environmental impact of the Council's fleet operations in terms of air quality and to strive towards achieving **the Council's vision of an optimised, sustainable decarbonised vehicle fleet by 2030**.
- 2.2 The current Policy targets of incremental annual 5% improvements will not meet the 2030 deadline and are being reviewed, but the expectation is that the targets will need to at least double.
- 2.3 This Ultra Low Emission Vehicle (ULEV) Transition Plan seeks to set out the strategic delivery programme to achieve these aims.

3. Context and Scope

- 3.1 The Council currently operates fleet of @ 850 vehicles, ranging from pool cars to specialist heavy commercials, that cover approximately 5.7 million miles per annum with the majority of the journeys being undertaken in and around urban areas.
- 3.2 The fleet is mainly diesel powered using @ 1.71 million litres of fossil fuel and its operation is estimated to equate to 3750 tonnes of greenhouse gases per annum.
- 3.3 The fleet already has 42 battery electric vans and 6 hybrid vehicles, with a further 40 full electric also on order. There are 40 fleet vehicle charge points established across 12 sites, with an intention to establish a further 60 before the end of 2021/22.
- 3.4 The fleet is holistically supported by the Central Transport Unit (CTU), providing a one stop shop for all fleet requirements. The vehicles are predominantly on 5 year

renewal cycles, with a mixture of funding options used to acquire, although there are a proportion older than 5 years. Vehicle fuel is managed by CTU across 5 sites and recharged directly to the user sections.

- 3.5 The Council's 'Grey fleet', whereby staff use private vehicles for Council business, undertook 1.61 million miles of business travel during 2019/20, resulting in 429 tonnes of CO2 per annum.
- 3.6 The Council commissioned a Business Travel Review in November 2018, with recommendations arising around establishing a Business Travel Policy and Hierarchy. The CV19 pandemic, the resulting changes to new ways of working and revised accommodation strategies has altered the landscape in this regard.
- 3.7 The Welsh Government Energy Services (WGES) undertook a review of the Council's corporate and grey fleet in 2021, with the aim of supporting and advising on the transition to ultra-low and zero emission vehicles over the next @ 10 years.
- 3.8 The review concluded that a full transition to electric fleet vehicles would result in a 90% reduction in greenhouse gases (GHG) and a 70% reduction in energy costs, saving @ £1.15m per annum.
- 3.9 The Council established an emissions baseline in October 2021 in relation to its transport, energy and land use, in accordance with the Welsh Government's Net Zero Carbon Status 2030 Route Map guidance. The Fleet element of this equated to 24% of the overall for 2020/21.
- 3.10 The overall aim of this transition is therefore is to deliver **the following key objectives** to meet the Council's vision
- Transition the Council's fleet to zero emission equivalents in support of the organisational Net Zero commitment by 2030
 - Transition the Council's fleet to zero emission equivalents in accordance with the Welsh Government's expectation of light commercial vehicles by 2025 and other vehicles by 2030
 - Establish a fleet vehicle charge point infrastructure that supports this transition
 - Optimise fleet vehicle use and efficiency
 - Decarbonise grey fleet travel
 - Establish integrated data systems for GHG measurement
 - Revise and approve the appropriate supporting policies, procedures and working practices
- 3.11 The transition plan has identified the following **20 actions as the principal areas** that need to be addressed, each of which are considered in greater detail below.

#1 Establish as corporate transformation programme

#2 Establish multi-disciplinary transition team and resource

#3 Establish transition action plan

#4 Realign vehicle renewal programme

- #5 Continue the decarbonising of the existing (diesel) fleet**
- #6 Consolidate and integrate fleet data systems**
- #7 Introduce fleet performance monitoring**
- #8 Determine the EV charging infrastructure demand**
- #9 Consider alternative (non EV) option infrastructure requirements**
- #10 Understand the cost implications in terms of additional expenditure and opportunities for savings and income generation**
- #11 Pursue additional funding streams**
- #12 Establish the strategy and funding implications as a corporate risk**
- #13 Align cyclical procurement planning with fleet renewal programme**
- #14 Apply a 'diesel by exception' principle**
- #15 Adopt a whole life costing principle for fleet renewals**
- #16 Implement a stakeholder engagement and communications plan**
- #17 Assess impact on CTU operations and reskill vehicle maintenance staff**
- #18 Invest in specialised workshop equipment**
- #19 Co-opt Business Travel Review workstream into programme**
- #20 Establish Programme Risk Register**

4. A Corporate Transformational Approach

- 4.1 The key enabler for this plan is establishing it as a **corporate transformation programme (#1)**, with appropriate governance and resources, to monitor and ensure it delivers the expected outcomes. As a highly significant change in terms of vehicle provision and use, its environmental, financial and operational impacts will cut across the whole of the organisation.
- 4.2 The programme would subsequently require **the establishment of a multi-disciplinary team (#2)** capable of coordinating and driving the transition action plan.
- 4.3 It is proposed that this team is championed by a Cabinet member, and comprises senior management as well as subject matter experts that should include Fleet, Facilities, Energy, Property Services/Electrical, HR, Finance and Procurement. Additional (internal and external) expertise and stakeholders should be brought on board as and when required.

- 4.4 Additional resource will be necessary to support key stakeholders throughout the transition, as well as manage data demands and integration. A new Fleet/ULEV Performance role, as recommended by the WGES review, will be vital in ensuring the transition and funding will be required to establish the new post.
- 4.5 **A transition action plan will be established (#3)** to track and manage delivery of clear and measurable key outcomes. This action plan will be monitored by the team and reviewed annually, focussing on the following 10 principle areas
- Fleet Renewals programme
 - Fleet Utilisation
 - Fleet Data and Performance
 - Vehicle Charging and Other Infrastructure
 - Funding
 - Procurement
 - Stakeholders
 - Vehicle Maintenance
 - Grey fleet
 - Risk and Dependencies
- 4.5 Appropriate reporting mechanisms, milestones and performance targets will be incorporated into the action plan to reflect the Council's expectations, including
- Programme milestone progress
 - Total Annual Fleet size
 - ULEVs adopted
 - Total Annual Mileage
 - Fossil fuel reductions/energy savings
 - Carbon reductions
 - Costs
 - Infrastructure volumes
- 4.6 It is acknowledged that the transition programme is anticipated as initially lasting until 2030, during which the plan will be reviewed as the respective technologies and circumstances change

5. **Fleet Renewals and Utilisation**

- 5.1 The current fleet renewal programme (attached) has been broken down into the respective financial years, providing an indication of timelines and volumes for fleet changes and the subsequent infrastructure requirements, as well as determining the attendant funding, procurement, stakeholder engagement and risk implications.
- 5.2 The Council's Green Fleet Policy states that the Council will, wherever viable, recommend the greenest vehicle renewal option available. Key considerations in determining this include
- Vehicle specification, design and payload
 - Fuel type options and efficiency
 - Greenhouse gas emissions
 - Cost

- 5.3 The transition plan will include the **realignment of the renewal programme (#4)**, ensuring that the appropriate vehicle types for the task are available when due for renewal, reinforcing the viability of the programme, principally by considering
- current market maturity
 - available funding streams
 - market developments to include all viable options
 - potential supply constrictions due to global market
 - embed quick wins ahead of 2025/2030 expectations
 - impact of fleet utilisation reviews (see below)
 - infrastructure implications and timelines
 - Complementary and transitional options, including
 - Hydrogen fuel cells
 - Alternative fuels (HVO, CNG etc)
 - Hybrid technologies
- 5.4 Light commercial vehicles will be prioritised in the lead up to 2025, although deferment of renewal will be considered if no viable options are available or if the infrastructure cannot be adopted in readiness.
- 5.5 Concurrent and similar considerations will be applied for heavier vehicles with a view to earliest possible viable transition to secure even greater CO2 reductions prior to 2030, whilst planning to avoid potential ‘end of decade’ supply congestion.
- 5.6 Alongside the renewal programme, the plan includes the aim of **continuing the decarbonising of the existing (diesel) fleet (#5)**. This will seek to address fleet vehicle use and demand, by cyclically
- undertaking annual fleet utilisation reviews
 - challenging the viability of low mileage vehicles
 - recommending downsizing of vehicles with ‘what you carry’ audit outcomes
 - switching to adhoc hire in lieu of fleet where utilisation is low (schools)
 - reviewing business cases for home to work use
 - exploring vehicle optimisation opportunities
 - fuel use monitoring
 - driver behaviour monitoring and training interventions
 - addressing demand management, signposting active travel, potential modal shift, different ways of working etc

6. Data and Performance

- 6.1 The WGES reviews identified integration weaknesses on corporate data relating to fleet, inhibiting the understanding of performance and establishing baselines for future improvements. The previously recognised need for accurate and integrated data systems, principally for fleet management, fuel management and telematics, has been increasingly highlighted by the demands of carbon reporting in particular.
- 6.2 The current reliance on manual interventions to produce basic outputs from a variety of data sources, is no longer sustainable for such a large fleet and the transition plan will seek to address by **consolidating fleet data systems (#6)**

- integrating the fleet, fuel and telematics systems
- addressing source data issues
- implementing telematics across the remainder of the fleet
- adopting CANBUS based telematics to provide greater detail

6.3 In conjunction with improving the data, the plan will seek to **introduce fleet performance monitoring (#7)** across key aspects of vehicle operations, to support and reflect decarbonising by,

- Establishing a new role within CTU to assist with fleet performance and ULEV transition. Embedding the role within CTU will ensure context and a holistic understanding is applied to the performance monitoring.
- Monitor and report on key KPIs and targets including
 - CO2
 - Energy / fuel consumption
 - Mileage
 - Fleet utilisation
 - Detailed analysis of telematics data
 - Transition progress and milestones

6.4 The respective sites' energy consumption will continue to be monitored by Corporate Property Services.

7. Vehicle Charging and Other Infrastructure

7.1 The Council currently has 40 charge points at 12 sites, all introduced to support electric cars and small vans. The charge points are basic, unmetered, 3.8 kW, reflecting an approach to 'slow' charge overnight at the vehicles' base locations, but with the step change expected within this plan, there is a clear need to adopt a more strategically aligned, upgraded and comprehensive approach to implementing the infrastructure.

7.2 The projected long term requirement for charge points if the Council transitioned 100% to electric vehicles is expected to cost a minimum of £750,000 (WGES).

7.3 The 2021/22 plan is to install up to 60 charge points across 5 sites to cater for the new electric vehicles currently on order. The principal approach will be charging vehicles overnight with the adoption of 7.4kW charge points, as well as 50kW for heavier vehicles, the individual site systems future proofed using smart management system design to balance capacity and demand.

7.4 Preliminary infrastructure works are also being considered for a new site to accommodate the redeployment of Waste vehicles in particular.

7.5 The 2021/22 Welsh Government Electric Vehicle Charge point Infrastructure grant of £300,000 will be used to fund these specific projects,

7.6 Aligning the longer term infrastructure needs to the fleet renewals programme will provide an indication of when each 'phase' would be required. Focussed analysis on vehicle use data will **determine the EV charging infrastructure demand (#8)**. The transition plan will

- determine what types, how many and where
- consider impact of any depot rationalisation plans
- consider charge at home opportunities for home to work use
- engage with local distribution network operator (DNO)
- establish site electrical capacities and headroom
- design the most appropriate and cost effective system to maximise capacity, including smart charger management control systems
- consider any potential network upgrade costs
- consider other on site generation/private wire solutions (including own renewables)
- establish overall indicative costs
- consider interoperability and sharing opportunities with other stakeholders
- establish an initial implementation plan for annual review by the programme
- consider 3rd party hubs to supplement in-house infrastructure

7.7 The Council however recognises that battery electric is not expected to be the only alternative vehicle drivetrain or fuel option available. The shorter term choices of hybrid powered vehicles or alternative fuels, such as hydrotreated vegetable oil (HVO) for example, will be continually appraised, as well as the longer term complimentary potential of hydrogen fuel cell vehicles.

7.8 These **alternative options (non EV) have their own infrastructure implications (#9)** and the transition plan will take these into account as part of the overall vehicle renewal considerations.

8. **Funding**

8.1 Finance will be represented as part of the programme transition team

8.2 The extent of the funding gap for both the acquisition of the ultra-low/zero emission vehicles and their supporting infrastructure is relatively unknown at the outset of this.

8.3 It is estimated that there will be fuel cost savings of £1.17 million per annum accruing from the transition (WGES, compared to 2019/20 expenditure of £1.85m), as well as vehicle maintenance cost reductions. The savings depend on the changes being implemented as outlined in the strategy and it is proposed that these savings are 'ring fenced' as contributions to the programme but the investment required will still remain relatively substantial.

8.4 The programme will continually monitor, project and report on **cost implications (#10)** to inform on the potential gaps as the transition progresses. Again, this may be aligned with the need to extend renewal cycles on vehicles as mitigation.

8.5 **Additional funding streams will be pursued (#11)** including Office for Zero Emission Vehicles' grants for workplace charging, income generation opportunities and cost reduction measures. The Welsh Government EVCI grant of £300,000 will support the 2020/21 immediate infrastructure needs, however additional funding will be required from Welsh Government to ensure the Council can deliver the whole of the transition strategy.

8.6 Funding will subsequently be **raised as a corporate risk (#12)** to allow the corporate finance teams to consider the required short and medium term financial planning implications.

9. Procurement

9.1 Procurement will be represented as part of the programme transition team

9.2 The approach to procuring both the vehicles and infrastructure will be undertaken in consultation with corporate procurement teams and the key stakeholders.

9.3 **Cyclical procurement planning will align with the fleet renewal programme (#13)**, commencing at least 12 months in advance of the required dates for both the vehicles as well as the infrastructure, to reflect the potential supply chain constrictions and ensure available procurement resources. The Council will utilise existing or new national frameworks, as well as exploring potential collaborative tendering opportunities.

9.4 **A 'diesel by exception' principle will apply to fleet renewals (#14)**, with only a business case, signed off by the relevant Head of Service, deferring the transition to other drivetrains where a current viable option is not available at the time of scheduled vehicle change. Cost will not be a reasonable justification and should not form part of the service decision, as this will be corporately determined.

9.5 Procurement evaluations will **adopt a whole life costing principle (#15)** that includes carbon accounting to assist with determining option viability to understand the longer term 'payback' benefits of ULEVs from a 'Price' perspective. Existing 'Green Fleet' benefits evaluations will continue to be adopted and refined as part of the 'Quality' criteria.

9.6 Infrastructure will be procured either by utilising the in-house electrical engineering section, externally sourced expertise or a combination of both, depending on the respective installation phase scope, intricacies and deadlines.

9.7 As with all Council Procurement, the Well-Being of Future Generations (Wales) Act 2015 requirements will be embedded in the processes.

10. Stakeholders

10.1 Human Resources and Organisational Development will be represented as part of the programme transition team.

10.2 The Council will seek to engage with all relevant stakeholders throughout the transition programme. The transition team, when established, will be responsible for the **stakeholder engagement and communications plan (#16)** to identify who, how and when.

10.3 The principal internal stakeholders will include

- Members
- Senior management
- Staff (drivers, service managers)

- Central Transport Unit (maintenance staff)
- Trade unions
- Schools

10.4 The principal external stakeholders will include

- Welsh Government
- District Network Operator (DNO)
- Suppliers
- Regional public sector organisations
- Other public sector organisations
- Best practice forums/networks (public and private)

10.5 Interoperability and accessibility will be key design features of the charging infrastructure, and engagement with stakeholders will assist in shaping the specification

10.6 Change management processes will be continuously adopted to engage with those staff who may be affected to support the transition, alongside the provision of demonstration vehicles to address any initial concerns, vehicle induction, maintenance upskilling and eco-driving training. Particular attention will be paid to the current home to work vehicle use scheme.

11. Service, Maintain and Repair

11.1 The wholesale change of the fleet from diesel powered to alternatives will impact on the Central Transport Unit's maintenance team.

11.2 The transition plan will address the **upskilling of technicians to Institute of Motor Industry (IMI) standards of competency (#17)** to allow them to safely and effectively work on the respective vehicles.

11.3 Discussions with Further Education establishments and potential funders including Trade Unions and Welsh Government have begun as part of the first phase of the plan as the fleet already includes some ULEVs.

11.4 **Specialised workshop equipment and personal protective clothing will also require investment (#18)** and is expected to be met by existing revenue budgets.

11.5 The expected outcome of the training and re-equipping will ensure a skilled and resilient support service for the fleet in terms of service, maintenance and repair, as well as providing potential income streams from third party work, as the expected fleet maintenance demands reduce and a broader adoption of ULEVs occurs in the region.

12. Grey Fleet

12.1 Grey fleet travel, whereby staff use private vehicles for Council business, equated to 1.61 million miles and 429 tonnes of CO2 in 2019/20. Whereas this represented a 36% reduction in comparison to 2017/18, it still equates to a significant 9% of the Council's road transport total emissions.

- 12.2 The 2018 Business Travel Review and the recent WGES Grey Fleet Review identified a number of key recommendations to decarbonise the grey fleet and these are currently being progressed as a complimentary workstream.
- 12.3 This **workstream will now be included within the transition programme (#19)**, its principal approaches focussing on,
- Improve business mileage claim data systems
 - Monitor and understand new evolving pattern of grey fleet travel
 - Continue development of the Business Travel Policy and Hierarchy to include the new ways of working and accommodation strategies (for subsequent appropriate adoption opportunity), as well as,
 - Consider requiring grey fleet vehicles to be below 100g/km from 2025
 - Consider requiring grey fleet vehicles to be zero emission from 2030
 - Promote salary sacrifice scheme to assist transition
 - Move more employees, particularly those with higher mileage, and critical service provider staff, who currently use grey fleet to fleet ULEV vehicles
 - Consider car club adoption
 - Implement zero emission pool car fleet to cater for demand
- 12.4 The aim of these combined actions is to reduce overall business travel by 35%, whilst also reducing costs by @ £250,000 and 261 tonnes of CO2 per annum (pre CV19).

13. Risk and Dependencies

- 13.1 A corporate transformational programme of this size will inevitably face risks and dependencies. The programme team will **establish a risk register (#20)** to monitor and mitigate for these.
- 13.2 Whereas risks and dependencies will arise throughout the course of the transition, the following areas will form the core of the risk register,
- Resources
 - Financial impacts and funding gaps (cf corporate risk)
 - Schools funding implications
 - Grid upgrade and Network capacity issues
 - Power outage implications and Business Continuity implications
 - Fossil fuel stock implications
 - Impact on daily operations for vehicle users and attendant charging behaviours
 - Home to work vehicle use impacts, barriers, revenues and inequities
 - Depot parking space to accommodate
 - Key site relocation plans (Civics, Pipehouse Wharf and Home Farm)
 - Specialist supply chain constriction and potential dependencies
 - Vehicle and EVCI lead times
 - Technological change and risk of obsolescence
 - 'Sideways' move to grey fleet in lieu of fleet
 - Vehicle maintenance skills and impacts

Integrated Impact Assessment Screening Form

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

Which service area and directorate are you from?

Service Area: Highways and Transportation

Directorate: PI6ace

Q1 (a) What are you screening for relevance?

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

(b) Please name and fully describe initiative here: The transitioning of the corporate vehicle fleet of approximately 900 to ultra low emission vehicles in accordance with 2021-2030 approved strategy.

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

	High Impact		Medium Impact		Low Impact		Needs further Investigation	No Impact
	+	-	+	-	+	-		
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Integrated Impact Assessment Screening Form

Human Rights

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

No engagement undertaken as the transition strategy is driven by the Welsh Government's and the Council's Net Zero Declarations. The impact of the changes to the vehicle types is also driven by UK Government legislative changes in terms of banning new diesel and petrol engine vehicles starting in 2030.

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

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

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

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes No **If yes, please provide details below**

It is likely that there will be increased vehicle related costs for the services, as well as the need to amend working practices to accommodate for the range impacts of electric vehicles

Q7 Will this initiative result in any changes needed to the external or internal website?

Yes No **If yes, please provide details below**

Integrated Impact Assessment Screening Form

Q8 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

This will benefit all sectors of the community in terms of contributing to a significant reduction in vehicle emissions from the Council's vehicle fleet operations, leading to improved local air quality with subsequent health benefits

Outcome of Screening

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

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

The implementation of the strategy will see medium local impacts as the Council operates approximately 900 vehicles within its boundaries, although the net effect will also contribute to broader 'global' environmental aims. It is largely driven by the need to respond to legislative changes, as well as climate emergency declarations. It is a low risk initiative, although it does attract additional costs. The overall cumulative effect is positive for all sectors of the community.

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

Full IIA to be completed

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

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

Screening completed by:
Name: Mark Barrow
Job title: Fleet Manager
Date: 16/12/2022
Approval by Head of Service:
Name:
Position:
Date:

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

Agenda Item 8



Report of the Cabinet Member for Service Transformation

Climate Change and Nature Scrutiny Performance Panel 10th January 2023

Overview of Public Electric Vehicle Chargepoint Installation

Purpose	To provide a briefing requested by the Panel about the installation of Council owned public facing electric vehicle chargepoints in Swansea.
Content	<p>This report includes a summary of the chargepoints installed to date, how they have been funded and provides an overview of the current operating model, and challenges of delivery in future years.</p> <p>The report concludes that progress has been made in the establishment of an initial network of public facing electric vehicle chargepoints, however there are significant financial challenges in delivering further infrastructure in the future.</p>
Councillors are being asked to	<ul style="list-style-type: none">• Give their views• Consider doing further work on this issue
Lead Councillor(s)	Councillor Andrea Lewis
Lead Officer(s)	Director – Mark Wade Head of Service – Stuart Davies
Report Author	Chloe Lewis Team Leader – Transport Strategy & Monitoring ZeroEmissionTransport@swansea.gov.uk
Legal Officer	Caritas Adere
Finance Officer	Ben Smith
Access to Services Officer	Rhian Millar

1.0 Introduction

- 1.1 Electric vehicles offer both consumers and local authorities the opportunity to create a cleaner, greener and healthier environment, and a more sustainable way of making journeys.
- 1.2 Electric vehicle (EV) registrations have increased considerably in recent years due to their improved range capabilities and zero tailpipe emission status. This expansion in EV ownership has resulted in ever-increasing numbers of chargepoints being installed on residential streets, in car parks, and at key locations adjacent to major trunk roads and motorways across the UK.
- 1.3 The use of electric vehicles and its associated infrastructure supports national policy on air quality and net zero emission targets. The UK Government recently brought forward its policy on ending the sale of new petrol and diesel cars and vans to 2030, which is part of a long-term commitment to reduce air pollution and decarbonise the transport system.
- 1.4 The demand for public chargepoints is increasing, and investment in infrastructure gives people confidence in charging provision, enabling them to make the decision to choose an EV, reducing 'range anxiety' which is considered one of the main prohibiting factors for those considering the purchase of an EV.
- 1.5 It is estimated that there are 35,500 charge points across the UK as of October 2022, and more than 7,500 charge points were added to the UK network between 2020 and the end of 2021
- 1.6 Local Authorities (LA) across the UK vary in their level of investment in electric vehicle charging infrastructure. Securing external capital grant funding greatly increases the capital expenditure available to LAs, giving them the funds required to commission a local network.
- 1.7 **Policy Direction** - Many policies have been developed by both UK Government and Welsh Government in recent years, aimed at reducing air pollution, and transitioning to more sustainable modes of transport. Two notable policies apply to this agenda item, 'Llwybr Newydd' the new Wales Transport Strategy, and the Electric Vehicle Charging Strategy for Wales. Both are Welsh Government policies, published in 2021.
- 1.8 **'Llwybr Newydd'** sets out Welsh Government's strategy for the future of transport in Wales, detailing ambitions and priorities for the next 20 years. The strategy shifts the priority given to modes of transport and sets out a new Sustainable Transport Hierarchy (Figure 1), which prioritises active travel, public transport and ultra-low emission vehicles, above private motor vehicle use. Regional Transport Plans developed in future years will be aligned with this strategy and will employ the same priority matrix for transport interventions.

generally invested in on-route and charging hub type facilities, as these are often the most commercially viable locations.

2.0 Existing Infrastructure

- 2.1. Installations 2020-2022 - Swansea Council has done much in recent years to increase the number of EV chargepoints in Council owned car parks, to complement the commercial offering in Swansea.
- 2.2. As of December 2022, Council owned public facing EV chargepoints account for 25 of the available locations across the City and County area, offering a total of 80 EV chargepoints and bays.
- 2.3. An additional 15 chargepoints will be added to the above network with the opening of Copr Bay North Multi-Storey Car Park (MSCP) in the future.
- 2.4. Three on-street locations had previously received funding for the installation of chargepoints, specifically in Uplands, Sketty and Killay, which do not benefit from a council owned car park but do have a central community area served by formal parking bays on-street. Installation has not been possible in these locations due to a number of issues pertaining to their placement in the vicinity of other utilities in the area, however work is on-going seeking to resolve these matters. The three charging units purchased for these locations are currently in storage. Should a resolution not be possible for the on-street locations referenced above, alternative placement will be sought.
- 2.5. Figure 3 outlines the locations of the chargepoints installed, and Appendix A provides an overview map illustrating these locations.

Figure 3 – Locations of public facing council owned EV chargepoints



- 2.6. All chargepoints to-date have been installed in council owned car parks, which allows for the dedicated EV recharging bays to be appropriately monitored and managed to reduce misuse, such as internal combustion engine vehicles parking in recharging bays, or EVs parking but not charging in the designated bays. A Traffic Regulation Order (TRO) enables effective management of misuse of the spaces..

- 2.7. Grants Awarded – The chargepoints installed to-date have been 100% grant funded by Welsh Government, or through combining grants from Welsh Government and the Office for Zero Emission Vehicles.
- 2.8. The first phase of installation in 2020 provided an initial strategic network of 12 locations across Swansea. Ten of the chargepoint locations were funded jointly by Welsh Government and the Office for Zero Emission Vehicles, and two wholly funded by Welsh Government, providing a total of 32 chargepoints.
- 2.9. The second phase was installed following a successful grant application to the Welsh Government's Ultra Low Emission Vehicle Transformation Fund 2021-22.
- 2.10. All public charge points are 100% grant funded and provide 100% renewable electricity to users, accelerating Swansea's position in transitioning to a low carbon future.
- 2.11. The current operating model applied to the chargepoints installed between 2020 and 2022 is a third-party concession agreement. Whilst Swansea Council maintains ownership of the chargepoints installed, the council tendered a contract for a commercial operator to take over the maintenance, servicing, repair and operation of the units for the duration of the contract, which is five years with the option to extend. As part of this agreement, the council receives a profit share from the use of the chargepoints and works closely with the chargepoint provider, Clenergy EV, to ensure that open book reviews on pricing result in as low cost per kWh as reasonably practicable.
- 2.12. Clenergy EV is the operating name of EPS Construction, a Swansea based company, who were awarded the contract for the chargepoints installed between 2020 and 2022.
- 2.13. There are alternative operating models, which may be suitable for consideration in future years.
- 2.14. Commercial operators are increasingly offering LAs a partnership opportunity, where the commercial operator will install and maintain an electric chargepoint at no cost to the LA. This involves the LA providing the commercial operator with charging bays reserved for EV charging, in a local authority car park.
- 2.15. A commercial partnership option for Swansea Council could provide a low-risk opportunity, benefiting from no initial outlay costs or the burden of maintenance costs in the future. This option could be considered in the future, should no capital funding be available, however it does reduce or remove the LAs ability to retain a profit share, and have oversight of the charges for use.
- 2.16. Chargepoint Specification – All chargepoints currently installed in council car parks offer 'fast' charging between 7-22kW. Charging at 7kW will typically provide approximately 30miles of range per hour of charging, and at 22kW approximately 90miles of range per hour of charging. It is important to note that range per hour varies depending on how efficient the vehicle is. A vehicle can

only charge at the maximum charge rate that the vehicle can accept. For example, if a vehicles maximum charge rate is 7kW, it will not charge any faster by using a 22kW chargepoint.

- 2.17. The current rate of charging for use of the EV chargepoints operated by Clenergy EV in Swansea is 75p per kWh, and users benefit from no connection fee.
- 2.18. Users of the chargepoints are able to access 24/7 support in both Welsh and English language, and can pay to use the chargepoints either through the Clenergy EV mobile application, with an RFID membership card, or can pay as you go over the phone with no sign up required.

3.0 Future Infrastructure

- 3.1 Challenges of Future Delivery – Swansea Council does not currently have an internal budget for the implementation of public facing EV chargepoints. Those installed over the past two / three years have relied on external grant funding, and this continues to be the case for any future ambition to increase the coverage of this provision.
- 3.2 Welsh Government decided not to announce funding under the Ultra-Low Emission Vehicle Transformation Fund for the current financial year, which removed the main source of funding for further implementation this year. It is not clear as to whether this capital fund will be announced for the next, or future financial years.
- 3.3 The Office for Zero Emission Vehicles continues to offer a limited contribution under its On-Street Residential Chargepoint Scheme, which has this year reduced its contribution from 75% to 60%, meaning that a larger match funding source will be required for new applications.
- 3.4 Whilst Swansea has installed ‘Fast’ EV chargepoints in council car parks to-date, there are EV users who also require the use of a ‘Rapid’ charger, capable of boosting their range in a fraction of the time taken at a ‘Slow’ or ‘Fast’ charger.
- 3.5 ‘Rapid’ chargers are generally places at key locations where people do not tend to dwell for a long period of time and will likely be travelling onwards requiring a greater level of charge. Placement in service stations and adjacent to key trunk roads is the general location of choice for ‘Rapid’ chargers, however as demand increases, and more users transition to EVs, consideration for ‘Rapid’ charging in the city centre will be required.
- 3.6 The cost to install a ‘Rapid’ charger is prohibitive in its rollout, with typical costs exceeding £100,000 per charger.
- 3.7 Another consideration and limitation to the rollout of EV chargepoints is the Distribution Network Operator (DNO) costs. These are site specific, and costs vary significantly, meaning that it is very difficult to accurately cost for any given

location if there is not sufficient time to receive quotations from the DNO when funding is announced, with short application windows.

- 3.8 Grant Application Development – A grant application is being progressed with the Office for Zero Emission Vehicles in this financial year, however this is currently stalled due to significant delays in receiving a connection quotation from National Grid (previously Western Power Distribution), who are the Distribution Network Operator, for a number of potential sites. Match funding for this potential grant application will be required, and once confirmed, this will be brought forward for approval to submit.
- 3.9 Meeting Future Demand – Going back to the Welsh Government’s Electric Vehicle Charging Strategy, this highlights Swansea as being an area of higher charging demand for EV chargepoints in all scenarios in future year modelling. Whilst the council has installed charging infrastructure when funding has been available, there will evidently need to be an increase in private sector investment in the City and County, and this is starting to be seen in the placement of chargers in retailer car parks.
- 3.10 On-street placement of EV chargepoints is an issue many local authorities have tried to find a solution for, and there is yet to be a universally accepted approach to the rollout of this infrastructure in residential areas. Repurposing parking bays to become recharging bays only, enforcement of misuse, identifying areas with the greatest need, and an array of other issues remain. In addition, battery technology and rapid charging times are reducing, which adds to the argument favouring charging hubs where people can top-up with the mileage they require.

4.0 Conclusion

- 4.1 With limited funding sources available, Swansea Council has managed to deliver a robust geographical spread of EV chargepoints in car parks across the City and County area, benefiting the many communities of which they now serve.
- 4.2 Since the very first charging session took place on 11th July 2020 up until 19th December 2022, the Swansea Council owned public EV chargepoints have:
- Been used for **6,439** charging sessions
 - Delivered **100%** renewable electricity
 - Utilised **93,758kWh** powering approximately **281,274 miles**
 - Saved **73,913kg** of CO2
- 4.3 Whilst challenges remain in the continued expansion of the network, the council’s next steps will be to adopt an EV Charging Strategy, which will seek to outline how best to take forward any future proposals for the placement of charging infrastructure.

4.4 As and when funding becomes available, the council will continue to respond to these opportunities and seek to investigate all funding sources to enable delivery, where possible.

5.0 Legal Implications

5.1 When delivering Transport Schemes, compliance will be required with the relevant Highways and Transport Act measures and guidelines.

5.2 It is necessary to ensure that all terms and conditions attached to external grant funding are complied with and that the Council's Financial Procedure Rules regarding grant application and acceptances are followed.

5.3 For the EV schemes funded by the Office for Zero Emission Vehicles, there are specific quarterly monitoring and reporting requirements for a period of three years after installation, and a requirement that chargepoints installed remain operational for a minimum period of three years.

5.4 From the 1st April 2019, the installation, alternation or replacement of outlets and upstands for recharging electric vehicles within an area lawfully used for off-street parking is permitted development under the Generally Permitted Development Order Regulations 1995 (as amended). For any proposed on-street chargepoint locations, where this falls outside of permitted development, planning consent may be required.

5.5 The chargepoints commissioned between 2020 and 2022 have been installed in council owned car parks, which allows for the dedicated EV recharging bays to be appropriately monitored and managed to reduce misuse. A Traffic Regulation Order (TRO) enables effective management of misuse of the spaces.

5.6 Separate legal advice will be sought regarding any contract and procurement issues relevant, as required.

6.0 Financial Implications

6.1 The schemes described in this report have relied wholly upon external capital grant funding to secure their delivery.

6.2 All funding bids submitted were signed off by the Section 151 Officer, and subsequently approved by Cabinet upon grant award.

6.3 For the infrastructure installed to-date, a third-party concession agreement is in place with a commercial operator who is liable for all ongoing revenue costs for the operation and upkeep of the units. The current contract is for a 5-year term, with the option to extend for a further 3 years.

6.4 With no internal budget to install public facing EV infrastructure, additional external grant funding will be required to undertake any expansion of the council owned public network.

7.0 Integrated Assessment Implications

- 7.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Deliver better outcomes for those people who experience socioeconomic disadvantage
 - Consider opportunities for people to use the Welsh language
 - Treat the Welsh language no less favourably than English.
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.
- 7.2 These transport infrastructure schemes will serve to improve public amenity, connectivity and access for all, and will be the subject of consultation as appropriate.
- 7.3 For schemes which are proposed to be developed in future, consultation will be undertaken if schemes are approved by Welsh Government or any other funding body, and individual projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right.
- 7.4 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 7.5 These schemes will be highly visible to the public and are considered to pose a medium risk to the Council. The cumulative impact of these schemes will be positive for people living near to chargepoints or for those travelling to the communities in which they are located. They will improve public access to EV charging and enhance charging capabilities for communities, making more sustainable modes of transport a realistic option when choosing a vehicle for their transport needs.
- 7.6 The Integrated Impact Assessment (IIA) process ensures there has been due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

7.7 An Integrated Impact Assessment screening form has been completed and is included as Appendix B.

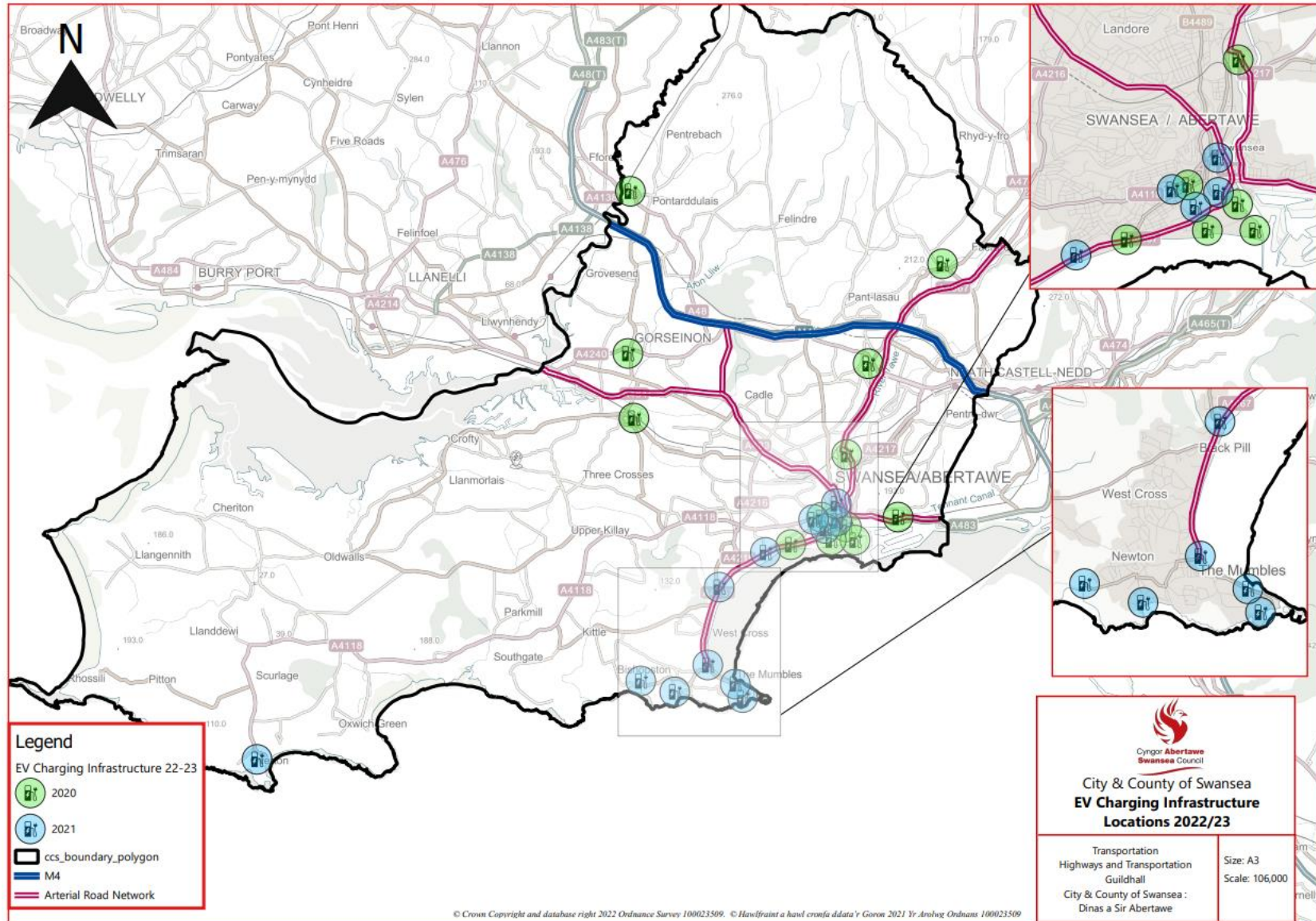
Background papers: None

Appendices:

Appendix A: Overview Map of Swansea Council Owned Public EV Chargepoints

Appendix B: Integrated Impact Assessment Screening Form

Appendix A: Overview Map of Swansea Council Owned Public EV Chargepoints



Appendix B: Integrated Impact Assessment Screening Form

Integrated Impact Assessment Screening Form

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

Which service area and directorate are you from?

Service Area:

Directorate:

Q1 (a) What are you screening for relevance?

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

(b) Please name and fully describe initiative here:

Climate Change and Nature Scrutiny Performance Panel – Overview of public facing electric vehicle (EV) charging infrastructure

This report seeks to provide an overview of the EV chargepoints installed in council car parks and outlines the difficulties of future delivery without any identified internal or external available budgets.

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

	High Impact		Medium Impact		Low Impact		Needs further investigation
	+	-	+	-	+	-	
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Integrated Impact Assessment Screening Form

Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The EV chargepoints installed to-date have implemented under permitted development on council owned land. All EV chargepoints are signposted and available for use by the general public. Two dedicated PRM EV charging bays have been created in the new Copr Bay South car park.

Any future schemes for delivery would include consultation as required.

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

- a) Overall does the initiative support our Corporate Plan’s Well-being Objectives when considered together?
 Yes No

- b) Does the initiative consider maximising contribution to each of the seven national well-being goals?
 Yes No

- c) Does the initiative apply each of the five ways of working?
 Yes No

- d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?
 Yes No

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

High risk <input type="checkbox"/>	Medium risk <input checked="" type="checkbox"/>	Low risk <input type="checkbox"/>
--	---	---

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes No **If yes, please provide details below**

The scheme has resulted in additional assets within car parks which are monitored and enforced by Civil Enforcement Officers who patrol the car parks against their misuse.

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

Integrated Impact Assessment Screening Form

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

The cumulative impact of these schemes has provided a strategic and local network of electric vehicle chargepoints for people living, working and visiting the City and County of Swansea. This network has / will support those needing to charge an EV, building confidence in availability of charging infrastructure to support the transition to a sustainable transport system, and net zero Swansea by 2050.

Integrated Impact Assessment Screening Form

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

These transport infrastructure schemes will serve to improve public amenity, connectivity and access for all, and will be the subject of consultation as appropriate.

For schemes which are proposed to be developed in future, consultation will be undertaken if schemes are approved by Welsh Government or any other funding body, and individual projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right.

The Well-being of Future Generations Act (Wales) 2015 has been considered in the development of these schemes. These initiatives support our Corporate Plan's Well-being Objectives, will contribute towards the seven national wellbeing goals, applying the five ways of working and meeting the needs of the present without compromising the ability of future generations to meet their own needs.

These schemes will be highly visible to the public and are considered to pose a medium risk to the Council. The cumulative impact of these schemes will be positive for people living near to chargepoints or for those travelling to the communities in which they are located. They will improve public access to EV charging and enhance charging capabilities for communities, making more sustainable modes of transport a realistic option when choosing a vehicle for their transport needs.

(NB: This summary paragraph should be used in the relevant section of corporate report)

Full IIA to be completed

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

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

Screening completed by:
Name: Chloe Lewis
Job title: Team Leader – Transport Strategy & Monitoring
Date: 19/12/2022
Approval by Head of Service:
Name: Stuart Davies
Position: Head of Service – Highways & Transportation
Date: 21/12/2022

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

Agenda Item 9



Report of the Cabinet Member for Environment & Infrastructure

Climate Change and Nature Scrutiny Performance Panel – 10 January 2023

Weed Management

Purpose	To brief/update the Scrutiny Panel on Weed Management
Content	A briefing/update on guidance and practices
Councillors are being asked to	Consider the information provided and give views
Lead Councillor(s)	Councillor Andrew Stevens, Cabinet Member for Environment & Infrastructure
Lead Officer(s)	Bob Fenwick Tel: 01792 841681 E-mail: bob.fenwick@swansea.gov.uk
Report Author	Bob Fenwick
Legal Officer	Debbie Smith
Finance Officer	Paul Roach
Access to Services Officer	Rhian Millar

1.0 Background

1.1 The Council is responsible for the public highway and large areas of public spaces and council owned land.

2. Why we do this

2.1 It is important that these spaces are maintained free of obstruction and that weed growth is maintained to acceptable levels. The appearance of an area is an integral factor in the quality and character of a place.

2.2 Spraying is undertaken to remove weed, moss, algae on hard surfaces including tarmac, concrete, block & paved surfaces. This operation is carried out to reduce the likelihood of residents/visitors having slips, trips or falls.

2.3 Each year numerous complaints are received in relation to weed growth and the appearance and perceived damage to reputation particularly in tourist areas. A limited number of complaints are received about the use of weed spraying chemicals.

2.4 Weed Growth also needs to be limited to prevent established weeds causing damage to the public realm.

3. Highway Weed Treatment

3.1 Highway weed spraying is managed by the Highways Maintenance group, in Clydach.

3.2 The Highways service use tendered contractors to carry out a spraying regime. Contractors are fully compliant with best practice and are members of the amenity forum. Operational practices are considered during the tender and have to be compliant with current industry best practice.

3.3 During the tendering process alternative methods are requested from tenderers with costs to give options other than the use of weed spraying chemicals. To date nothing available or reviewed during this process has been viable in terms of outcome and cost. This includes but is not limited to, steam treatments, mechanical removal and foam.

3.4 The weed spraying programme is intended to limit weeds to a reasonable level not to provide a weed free highway. The current programme is limited to three sprays per season with the exception of the primary gateway routes which receive 4 sprays. Weeds are not removed following sweeping other than by routine mechanical sweeping.

3.5 Central car parks are included within the regime.

3.6 A treatment chart showing progress to date is published on the Council Web pages together with a number of frequently asked questions.

3.7 Using ERF funding a small “Hot Spot” team has been set up to tackle areas where weed growth is a particular concern. Feedback has been exceptional – managing expectation with the huge demand has been difficult.

4. Other Public Areas and Council Land Treatment

4.1 Weed spraying of other areas is managed by the Parks Service.

4.2 Spraying undertaken to remove moss, algae is undertaken in Housing areas and Sheltered Housing Complexes and on other Council owned land.

4.3 Glyphosate based herbicides are used to spray off areas prior to sowing wildflower sites. If this was not carried out, the seed would compete with established greenery for nutrients and subsequently there would be a poor or no showing of wildflowers.

4.4 Treatment of Japanese knotweed, as a paid service to the private sector for specific areas with knotweeds problems. Increasingly in demand due to lenders/estate agents refusing/reluctant to provide mortgages on any property that has knotweed in the vicinity. The Council provides single treatments plus 3 year treatment programs for private customers.

4.5 Treatment of knotweed on the majority of Council owned land on as required basis.

4.6 Treatment of knotweed on the Highway, only undertaken where obstruction is or vision splays are an issue.

4.7 The majority of knotweed treatments are with the use of foliar spray equipment using glyphosate based herbicides (Round-up Pro Active).

4.8 Weed spraying using glyphosate based herbicides is used to reduce strimming/cutting around obstructs, mowing margins, trees etc. This operation has been curtailed within the last 18 months and limited to where safety implications have been identified.

4.9 The majority of pesticide application is carried out via our dedicated in-house "Weed Spraying Team" who all possess all the necessary relevant qualifications/ and training.

4.10 Glyphosate based herbicides are used for the treatment of weeds/bramble etc. on hard surfaces in schools, this is done as part of the grounds maintenance contract with each school. The majority of weed control is carried out when the pupils are not in present via foliar spraying control using glyphosate based formulations.

5. Performance and Benchmarking

5.1 A Natural Environment Scrutiny Panel Report on 16 December 2019 includes appendices from a Welsh Government Review on the use of glyphosate and from an APSE review of alternative treatments.

5.2 APSE performance networks query GM0851 requested information on frequency of weed spraying by Local Authorities. The feedback from responding Authorities gave examples of between 2 and 4 sprays per season, with the most frequent response being 3 sprays.

5.3 An update from the Amenity Forum detailing the European Chemical Agency's latest risk assessment on the Glyphosate and the risk of its use is included as Appendix A.

6. Future Challenges & Opportunities

6.1 The main challenges for the service in relation to this report are:-

- The need to ensure continuity of service against a backdrop of resource pressures.
- Increasing demand and expectations from stakeholders in terms of a weed free environment.
- Increasing concern over the safety of the chemicals used.

The Council will continue to review other options as they become commercially available.

7. Conclusions/Key Points Summary

7.1 All current practices follow the best practice guidance available and follow the advice note issued by Welsh Government. The use of Glyphosate needs to be balanced between cost, public demand both on concerns over safety and the effect on the public realm. Currently it is believed there is no other cost effective treatment to meet public demand.

8. Legal implications

8.1 The primary legislation for this process are: The Highways Act 1980 and the Weeds Act 1959.

These Acts, only refer to obstruction in the case of Highways or specific species of weeds in the case of the Weeds Act. All other weeds issues are non-statutory.

8.2 In terms of Glyphosate use, the Council cannot be criminally prosecuted as the chemical is an approved substance on the EU Pesticides database providing all regulations relating to its use are complied with.

9. Finance Implications

9.1 Dealing with weeds on the public highway is part of the Highway Maintenance function for which revenue budget is provided. The budget is reviewed annually but is set to provide only a minimum service to meet legal obligations.

9.2 Dealing with weeds within other areas is revenue funded through service maintenance budgets.

9.3 Treatment of weeds in private areas is an income source.

10. Integrated Assessment Implications

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

10.2 The Well-being of Future Generations (Wales) Act 2005 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

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

10.4 An Integrated Impact Assessment Screening Form has been completed with the agreed outcome that a full IIA report was not required as all risks are considered to be low.

Background papers: *None*

Appendices:

Appendix A Amenity Forum Glyphosate Update

Glyphosate Update

The European Chemicals Agency's (ECHA) Committee for [Risk Assessment \(RAC\)](#) published the results of their latest review on 30th May 2022. The Committee for Risk Assessment (RAC) recommended no change in the classification of Glyphosate. They agreed that there was no scientific reason to change the classification of glyphosate. Based on a wide-ranging review of scientific evidence, the committee again concludes that [classifying glyphosate](#) as a carcinogen is not justified. The Formulated products will continue to be classified as non-hazardous.

The EU review [timetable for Glyphosate](#) has been modified and in effect delayed by 1 year. It is not expected that member states will vote on the continued registration of the active substance until December 2023.

In the UK, HSE/CRD has already announced a 3 year extension of the active substance [registration to 15/12/2025](#)

Most newspaper articles reference the [WHO, IARC sub group 2015 decision](#) that Glyphosate should be classified as “probably carcinogenic” category, along with such dastardly things as eating processed meat, sunbathing too long and working as a hairdresser or barber. What does IARC consider much more dangerous than glyphosate? Drinking wine or beer or eating salty fish.

Following the IARC ‘hazard analysis,’ 19 other agencies including the UN itself and agencies in Europe, Asia, Africa, Canada, New Zealand, Australia and the United States have reviewed the “probably carcinogenic” conclusion and rejected it outright, often with a scathing rebuke of the IARC, which has been mired in scandal since issuing its report.

The following table summarises quotes from the major registration authorities, all of whom have access to all the papers and are experts in this field. This table may be helpful to pass on to clients wishing to know more real scientific information rather than interpretation of data to generate headlines. A good example of this occurred in an article this July in the *The Guardian*: [‘Disturbing’: weedkiller ingredient tied to cancer found in 80% of US urine samples](#). A number of articles have been published recently on how this data is incorrectly interpreted. A critiqued by Kevin Folta entitled [Glyphosate detected in 80% of Urine samples reason for alarm or deception and distortion](#) of data also another article from the [Atlanta business journal](#) goes into more detail. These make interesting reading and demonstrate how data can be used to distort facts when taken out of context.



What do global **regulatory** and **research agencies** conclude about the health impact of **GLYPHOSATE?**

Risk Assessment What is the likelihood this will cause harm, based on dose and exposure?








 <p>United States Environmental Protection Agency</p>	USA	"Human health risk assessment concludes that glyphosate is not likely to be carcinogenic to humans... [and] no other meaningful risks to human health when the product is used according to the pesticide label"	2017
 <p>United States Environmental Protection Agency Office of Pesticide Programs</p>	USA	"Not strong support for... 'suggestive evidence of carcinogenic potential...' based on the weight-of-evidence... Even small, non-statistically significant changes... were contradicted by studies of equal or higher quality. The strongest support is for 'not likely to be carcinogenic to humans' "	2017
 <p>National Toxicology Program U.S. Department of Health and Human Services</p>	USA	" Little evidence of toxicity , and there was no evidence of glyphosate causing damage to DNA"	1992
 <p>Health Canada</p>	Canada	"Products containing glyphosate do not present unacceptable risks to human health or the environment when used according to the revised product label directions... Risks to [occupational] handlers are not of concern for all scenarios" " No pesticide regulatory authority in the world currently considers glyphosate to be a cancer risk to humans at the levels at which humans are currently exposed"	2017 2019
 <p>EUROPEAN CHEMICALS AGENCY</p>	Europe	"Based on the epidemiological data as well as on data from long-term studies in rats and mice, taking a weight of evidence approach, no hazard classification for carcinogenicity is warranted " "ECHA's Committee for Risk Assessment (RAC) agrees to keep glyphosate's current classification as causing serious eye damage and being toxic to aquatic life ...[but] again concludes that classifying glyphosate as a carcinogen is not justified. "	2017 2022
 <p>European Food Safety Authority</p>	Europe	"Glyphosate is unlikely to be genotoxic or to pose a carcinogenic threat to humans ... Neither the epidemiological data nor the evidence from animal studies demonstrated causality between exposure to glyphosate and the development of cancer in humans"	2015
 <p>European Commission Assessment Group on Glyphosate</p>	Europe	"Taking all the evidence into account i.e. animal experiments, epidemiological studies and statistical analyses... The AGG proposes that a classification of glyphosate with regard to carcinogenicity is not justified. "	2021
 <p>agence nationale de sécurité sanitaire alimentation, environnement, travail</p>	France	" Level of evidence of carcinogenicity in animals and humans is considered to be relatively limited" "36 [glyphosate-based] products ... will no longer be allowed for use from the end of 2020, due to a lack or absence of scientific data which would allow all genotoxic risk to be ruled out"	2016 2019
 <p>Bundesinstitut für Risikobewertung</p>	Germany	"Available data do not show carcinogenic or mutagenic properties of glyphosate nor that glyphosate is toxic to fertility, reproduction or embryonal/fetal development in laboratory animals"	2015
 <p>Federal Department of Home Affairs FDHA Federal Food Safety and Veterinary Office FSVO</p>	Switzerland	"Residues of glyphosate in the foods investigated do not represent a risk of cancer "	2018
 <p>Australian Government Australian Pesticides and Veterinary Medicines Authority</p>	Australia	"Glyphosate does not pose a carcinogenic risk to humans Products containing glyphosate are safe to use as per the label instructions"	2016



What do global regulatory and research agencies conclude about the health impact of **GLYPHOSATE?**


Risk Assessment

What is the likelihood this will cause harm, based on data and exposure?

 <p>Environmental Protection Authority Te Mana Rauhi Taiao</p>	New Zealand	"Unlikely to be carcinogenic to humans or genotoxic (damaging to genetic material or DNA) and should not be classified as a mutagen or carcinogen"	2016
 <p>ANVISA Agência Nacional de Vigilância Sanitária</p>	Brazil	"No evidence to indicate that the herbicide glyphosate is carcinogenic "	2019
 <p>Food Safety Commission of Japan</p>	Japan	"No neurotoxicity, carcinogenicity , reproductive toxicity, teratogenicity, and genotoxicity"	2016
 <p>Rural Development Administration</p>	Korea	"Epidemiological studies on glyphosate... found no cancer link "	2017
 <p>World Health Organization Food and Agriculture Organization of the United Nations</p>	Global	"Glyphosate is unlikely to be genotoxic at anticipated dietary exposures . Glyphosate is unlikely to pose a carcinogenic risk to humans from exposure through the diet"	2016
 <p>World Health Organization Drinking-water quality guidelines</p>	Global	"Under usual conditions, the presence of glyphosate and AMPA [aminomethylphosphonic acid, glyphosate's primary metabolite] in drinking-water does not represent a hazard to human health"	2004
 <p>World Health Organization International Programme on Chemical Safety</p>	Global	"Available data on occupational exposure for workers applying Roundup indicate exposure levels far below the NOAELs [no observed adverse effect levels] from the relevant animal experiments"	1994


Longitudinal Study

How glyphosate impacted 54,251 pesticide applicators since 1993.

 <p>Agricultural Health Study</p>	USA	"No association was apparent between glyphosate and any solid tumors or lymphoid malignancies overall, including non-Hodgkin's lymphoma and its subtypes... some evidence of increased risk of AML [acute myeloid leukemia] among the highest exposed group that requires confirmation"	2018
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Hazard Assessment

What is the potential to cause harm, regardless of dose or exposure?

<p>International Agency for Research on Cancer</p> 	Global	<p>"Limited evidence in humans for the carcinogenicity of glyphosate... Evidence in humans is from studies of exposures, mostly agricultural [e.g. not from dietary exposure]... A positive association has been observed for non-Hodgkin lymphoma... There is 'strong' evidence that exposure to glyphosate or glyphosate-based formulations is genotoxic"</p> <p>IARC placed glyphosate in its hazard category "Group 2A: probably carcinogenic to humans" along with red meat, hot beverages, and working as a barber. The evidence on carcinogenicity was less robust than for agents such as bacon, salted fish, oral contraceptives and wine.</p>	2015
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The Amenity Forum has a duty to inform members of all the developments to aid our move towards sustainable integrated vegetation management using all the tools at our disposal.

Over the next few months, we will pull together all the elements of integrated vegetation management to help our members have access to the data to help them make a decision based on fact rather than internet articles and political arguments.

Integrated Impact Assessment Screening Form

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

Which service area and directorate are you from?

Service Area: Highways and Transportation

Directorate: Place

Q1 (a) What are you screening for relevance?

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

(b) Please name and fully describe initiative here:

Scrutiny Report

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

	High Impact		Medium Impact		Low Impact		Needs further Investigation	No Impact
	+	-	+	-	+	-		
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Human Rights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Integrated Impact Assessment Screening Form

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

Maintenance function – review of chemicals used – APSE performance networks consulted, amenity forum consulted. Legislative use.

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

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

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

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes No If yes, please provide details below

Q7 Will this initiative result in any changes needed to the external or internal website?

Yes No If yes, please provide details below

Q8 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

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

Integrated Impact Assessment Screening Form

A balance needs to be maintained between maintenance and reputational needs of a robust weed spraying programme and ecological concerns of the extensive use of chemicals.

Outcome of Screening

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

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

Minimal impact on any area, there is a need to consult over the perceived risk of use compared to the reputational and place issues with weed control. Low risk.

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

Full IIA to be completed

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

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

Screening completed by:
Name: Bob Fenwick
Job title: Group Leader highways Maintenance.
Date: 22/12/22
Approval by Head of Service:
Name:
Position:
Date:

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

Agenda Item 10

CLIMATE CHANGE AND NATURE SCRUTINY PERFORMANCE PANEL WORK PROGRAMME 2022/23

Meeting 1 13 September 2022 10am	CANCELLED
Meeting 2 9 November 2022 10am	Role of the Climate Change and Nature Scrutiny Performance Panel Water Quality and Water Management <i>Cllr David Hopkins, Cabinet Member for Corporate Service and Performance</i> <i>Relevant Officers (Tom Price / Carol Morgan/ Sam Naylor / Paula Livingstone)</i> <i>Representatives from Natural Resources Wales - Hamish Osborn / Sarah Bennett</i> Overview of Climate Change and Nature in Swansea (including key priorities and challenges) <i>Invited to attend:</i> <i>Cllrs Andrea Lewis / Andrew Stevens / David Hopkins</i> <i>Relevant Officers</i> Draft Work Programme 2022-23
Meeting 3 10 January 2023 10am	Climate Change Update (including action plan for 2030 and Response to WAO report: Public Sector readiness for net zero carbon by 2030) <i>Invited to attend:</i> <i>Cllr Andrea Lewis - Cabinet Member for Service Transformation</i> <i>Officers - Geoff Bacon / Rachel Lewis</i> Green Vehicle Adoption <i>Invited to attend:</i> <i>Cllr Andrea Lewis – Cabinet Member for Service Transformation</i> <i>Officers - Stuart Davies / Mark Barrow</i> Public / Residential EV Charging <i>Invited to attend:</i> <i>Cllr Andrea Lewis – Cabinet Member for Service Transformation</i> <i>Officers - Stuart Davies / Matthew Bowyer / Chloe Lewis</i> Weed Management / Use of Glyphosate <i>Invited to attend:</i>

	<p><i>Cllr Andrew Stevens – Cabinet Member for Environment and Infrastructure</i> <i>Bob Fenwick, Group Leader Highways Maintenance</i></p>
<p>Meeting 4 8 March 2023</p> <p>10am</p>	<p>Nature Conservation – Project updates <i>Invited to attend:</i> <i>Cllr Andrew Stevens / Cllr David Hopkins</i> <i>Deborah Hill – Nature Conservation Team Leader</i> <i>Paul Meller – Natural Environment Section Manager</i></p> <p>Air Quality Management <i>Invited to attend:</i> <i>Cllr Andrew Stevens – Cabinet Member for Environment and Infrastructure</i> <i>Tom Price – Team Leader, Pollution Control</i> <i>Victoria Seller - Swansea University, Research Officer</i> <i>TBC</i></p> <p>Local Flood Risk Management – Annual Update <i>Invited to attend:</i> <i>Cllr Andrew Stevens – Cabinet Member for Environment and Infrastructure</i> <i>Stuart Davies – Head of Highways and Transportation</i> <i>Mike Sweeney – Team Leader, Highways and Transportation</i></p>
<p>Meeting 5 2 May 2023</p> <p>10am</p>	<p>Climate Change Update (including action plan for 2030) <i>Invited to attend:</i> <i>Cllr Andrea Lewis - Cabinet Member for Service Transformation</i> <i>Relevant Officers</i></p> <p>Achievement against Corporate Priorities / Objectives / Policy Commitments <i>Cllrs Andrew Stevens / Andrea Lewis / David Hopkins</i></p> <p>End of Year Review</p>

Future work programme items:

- Environmental Tourism (from work plan 2021-22)