



Dinas a Sir Abertawe

Hysbysiad o Gyfarfod

Fe'ch gwahoddir i gyfarfod

Pwyllgor Rhaglen Chraffu

Lleoliad: O bell drwy Microsoft Teams

Dyddiad: Dydd Mawrth, 18 Mai 2021

Amser: 4.00 pm

Cadeirydd: Y Cyngorydd Peter Black CBE

Aelodaeth:

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

Aelodau Cyfetholedig Statudol: D Anderson-Thomas a/ac A Roberts

Cynghorwyr sy'n Aelodau Cyfetholedig: C A Holley, P R Hood-Williams, S M Jones, L R Jones a/ac J W Jones

Gwyllo ar-lein: <https://bit.ly/3vzesSZ>

Gweddarlledu: Gellir ffilmio'r cyfarfod hwn i'w ddarlledu'n fyw neu'n ddiweddarach drwy wefan y cyngor. Drwy gymryd rhan, rydych yn cytuno i gael eich ffilmio ac i'r delweddau a'r recordiadau sain hynny gael eu defnyddio at ddibenion gweddarlledu a/neu hyfforddiant o bosib.

Agenda

Rhif y Dudalen.

1 Ymddiheuriadau am Absenoldeb.

2 Datgeliadau o fuddiannau personol a rhagfarnol.

www.abertawe.gov.uk/DatgeluCysylltiadau

3 Gwahardd Pleidleisiau Chwip a Datgan Chwipiau'r Pleidiau.

4 Cofnodion.

Cymeradwyo a llofnodi, fel cofnod cywir, gofnodion y cyfarfod blaenorol.

1 - 4

5 Cwestiynau Gan y Cyhoedd.

Rhaid cyflwyno cwestiynau'n ysgrifenedig, cyn hanner dydd ar y diwrnod gwaith cyn y cyfarfod fan bellaf. Rhaid i gwestiynau ymwneud ag eitemau ar yr agenda. Ymdrinnir â chwestiynau o fewn cyfnod 10 munud.

6	Craffu ar Droseddu ac Anhrefn - Partneriaeth Abertawe Mwy Diogel.	5 - 49
7	Adroddiadau Cynnydd y Panel Craffu Perfformiad: Yr Amgylchedd Naturiol (Y Cynghorydd Peter Jones, Cynullydd)	50 - 55
8	Aelodaeth Paneli a Gweithgorau Craffu.	56 - 57
9	Adolygiad Blynyddol o Rhaglen Waith Craffu ar Gyfer 2020/21.	58 - 98
10	Llythyrau Craffu.	99 - 153
11	Dyddiad ac Amser Cyfarfodydd Paneli/Gweithgorau Sydd ar Ddod.	154

Cyfarfod nesaf: Dydd Iau, 20 Mai 2021 ar 5.25 pm

Huw Evans

**Huw Evans
Pennaeth Gwasanaethau Democrataidd
12 Mai 2021**

Cyswllt: Y Gwasanaethau Democrataidd Ffôn (01792) 636923

Agenda Item 4



City and County of Swansea

Minutes of the **Scrutiny Programme Committee**

Remotely via Microsoft Teams

Tuesday, 13 April 2021 at 4.00 pm

Present: Councillor P M Black (Chair) Presided

Councillor(s)

C Anderson
E W Fitzgerald
T J Hennegan
G J Tanner

Councillor(s)

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

Councillor(s)

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

Statutory Co-opted Member(s)

D Anderson-Thomas A Roberts

Councillor Co-opted Member(s)

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

Also Present

Councillor Andrea Lewis Joint Deputy Leader / Cabinet Member for Homes,
Energy & Service Transformation

Officer(s)

Rosie Jackson	Senior Policy & Leasehold Officer
Kate Jones	Democratic Services Officer
Brij Madahar	Scrutiny Team Leader
Steve Porter	Operations Manager, Community Housing Services
Debbie Smith	Deputy Chief Legal Officer
Mark Wade	Head of Housing & Public Health

Apologies for Absence

Councillor Co-opted Members: L R Jones

56 Disclosures of Personal & Prejudicial Interest.

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

Councillor Mark Child – Minute No. 60 – Member of Swansea Bay University Health Board – Personal

57 Prohibition of Whipped Votes and Declaration of Party Whips.

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

58 Minutes.

Resolved that the Minutes of the Scrutiny Programme Committee held on 16 March 2021 be approved and signed as a correct record.

59 Public Question Time.

There were no public questions.

60 Scrutiny of Homelessness Strategy.

The Cabinet Member for Homes, Energy & Service Transformation / Deputy Leader presented the 'Homelessness Strategy Progress Report'.

The Head of Housing and Public Health, the Operations Manager, Community Housing Services and the Senior Policy & Leasehold Management Officer were also present.

The report outlined the progress with the Council's Homelessness Strategy since adoption by Cabinet in November 2018.

The Cabinet Member highlighted the following:

- It had been a hugely challenging time for the service
- Commitment to an 'always a bed' pledge
- The Homelessness Strategy was currently at the mid-point
- Despite the pandemic good progress had been made on all 5 objectives of the Strategy
- The pandemic had seen outstanding partnership working which was hoped to continue

Questions and discussions focused on the following: -

- What had changed since the Strategy began – were any elements redundant given the current situation. It was noted that the pandemic had accelerated plans in many ways
- Funding and sustainability of service provided during pandemic
- Focus on rapid rehousing approach – wrapping multi agency support around people to help them succeed in their tenancies
- Likely removal of 'priority need' test as a criteria for housing – possible effects on funding, resources and current points system
- Change in public perception of homelessness
- Numbers of homelessness in Bed and Breakfast accommodation – efforts on replacing with more sustainable housing

- The need to increase supply of 1 bedroom of properties – supply is not meeting demand
- Undertaking a temporary supported housing review
- Improving the position for Asylum Seekers and Refugees – providing assistance for significant needs particularly those leaving Home Office accommodation on change of status. Noted that Swansea was one of four dispersal areas in Wales
- Training on 'Psychologically Informed Environment' – impact and effect of that – early days to assess the impact of this training
- Impact of homelessness on children and young people in respect of their education – ensuring no one is left behind
- Care leavers – told that support to be 'tenancy ready' was working well
- Target to avoid Bed and Breakfast housing for families
- A move away from developing an holistic 'solutions centre' – alternative options for such services with more outreach working or some services provided in other centres such as Ty Tom Jones or a City Centre Hub.
- Partnership working between the Council and Registered Social Landlords to prevent homelessness
- Progress of vaccination programme in respect of those who have been accommodated by the Council
- Provision / Funding of Mental Health Support
- Progress on providing housing those with pets

The Committee and Cabinet Member noted the excellent work carried out by staff during the pandemic.

The Chair on behalf of the Committee thanked the Cabinet Member and Officers

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

61 Scrutiny Performance Panel Progress Report: Development & Regeneration. (Councillor Jeff Jones, Convener)

Councillor Jeff Jones, Convener, presented the Development & Regeneration Scrutiny Performance Panel Update.

Further to the written report provided, he specifically highlighted that the Panel looks at a wide range of topics in addition to the City Deal. The next phase of the City Centre Development would be crucial to be success of the project for Swansea and would continue to be monitored by the Panel.

Resolved that the update be noted.

62 Membership of Scrutiny Panels and Working Groups.

The Chair presented a report on the Membership of Scrutiny Panels and Working Groups.

The Committee was informed that Councillor Peter Jones had been re-appointed as Convenor of the Natural Environment Performance Panel.

63 Scrutiny Work Programme 2020/22.

The Chair presented a report on the Scrutiny Work Programme 2022/22.

The Chair noted that Scrutiny Working Group on Workforce met on the 29 March 2021. The Committee endorsed the request of the Working Group to meet again in 6 months' time to revisit the topic.

The next Scrutiny Programme Committee was scheduled for the 18 May 2021. The main item scheduled was Crime & Disorder Scrutiny, which would look at the performance of Swansea's Community Safety Partnership, the Safer Swansea Partnership.

Resolved that the report be noted.

64 Scrutiny Letters.

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

Resolved that the scrutiny letters log be noted.

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

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

The meeting ended at 5.05 pm

Chair

Agenda Item 6



Report of the Chair

Scrutiny Programme Committee – 18 May 2021

Crime & Disorder Scrutiny – Safer Swansea Partnership

Purpose	The Scrutiny Programme Committee is the authority's designated Crime & Disorder Scrutiny Committee. In discharging this role, this is the Committee's annual session focusing on the performance of the Safer Swansea Partnership, looking at partnership priorities, activities, and impact. This covering report contains advice and information to assist the Committee.
Content	Lead representatives from both South Wales Police and the Council, who are involved in the joint-chairing arrangement for the Safer Swansea Partnership Steering Group, will attend to present information and take questions on the work of the Safer Swansea Partnership.
Councillors are being asked to	<ul style="list-style-type: none">• Question the Safer Swansea Partnership representatives on relevant matters• Make comments, observations and recommendations as necessary
Lead Councillor(s)	Cllr Alyson Pugh, Cabinet Member for Supporting Communities Cllr Andrea Lewis, Cabinet Member for Homes, Energy & Service Transformation
Lead Officer(s)	Adam Hill – Deputy Chief Executive
Report Author:	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: brij.madahar@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

1.1 The Scrutiny Programme Committee is designated as the Council's Crime & Disorder Committee under the Police & Justice Act 2006. The Committee must meet at least once a year. The scrutiny of the local Community Safety Partnership forms a significant part of this role.

1.2 The Community Safety Partnership for Swansea is the Safer Swansea Partnership. It works to reduce crime and disorder, fear of crime and anti-social behaviour in Swansea. Community Safety Partnerships are responsible for working with other local agencies and organisations to produce annual strategic assessments, identifying the crime and community safety priorities in the area, and an annual 3-year rolling plan, laying out the approach for addressing those priorities.

1.3 Strategic Priorities

1.3.1 With reference to the current Safer Swansea Community Safety Strategy 2018-2021, the Partnership is focussed on working together to make Swansea a safer, more cohesive and confident place to live, work and to visit.

1.3.2 The agreed strategic priorities for the Safer Swansea Partnership are:

- Violence against women, domestic abuse and sexual violence (VAWDASV)
- Substance Misuse
- Stronger Communities
- Evening and Night Time Economy
- Hate Crime and Community Tension Monitoring

These priorities are complemented by two over-arching themes:

- Reassurance Communication - effective reassurance provided at every available opportunity to help change perceptions of crime, reduce fear of crime, and promote positive outcomes of Safer Swansea.
- Community Engagement - improving the way partners engage with members of the public to build relationships based on trust and respect.

1.4 Although it plays a critical role, community safety is not just about the police. It involves a wide range of people and organisations, contributing to address crime and its causes. Many of the factors that can affect levels of crime, anti-social behaviour and offending are the responsibility of the local authority, such as housing, education, social services, child safeguarding / welfare, planning, and alcohol licensing. The role of scrutiny is to scrutinise the partnership as a whole.

- 1.5 The Safer Swansea Steering Group is the management and leadership group for the Safer Swansea Partnership where all key decisions are made on behalf of the Partnership. It provides leadership on the Safer Swansea strategy and liaison with the Police and Crime Commissioner on funding and strategy, and monitors overall progress against Partnership objectives. There is a joint chairing arrangement for the Steering Group, between South Wales Police and Swansea Council.
- 1.6 The Police, Council, Fire, Health and Probation Service, along with many other organisations and charities, work together to address community safety issues, and make the City a safer place with less crime. It is recognised that making communities safer and stronger cannot be achieved by one agency alone and success at partnership working will lie in significant reductions in crime.
- 1.7 The membership of the Steering Group consists of key representatives from statutory partners and other organisations with an interest and influence in community safety issues.

Statutory Members include:	Other Members include:
<ul style="list-style-type: none"> • South Wales Police • City & County of Swansea • ABMU Health Board • National Probation Service • Mid & West Wales Fire and Rescue Service • Western Bay Youth Justice and Early Intervention Service 	<ul style="list-style-type: none"> • Police and Crime Commissioners Office • Elected Member responsible for Community Safety • Western Bay Safeguarding Board • Welsh Ambulance Service • HE/FE Representation • Public Health Wales • Third Sector representation • Others to advise as needed

Further information can be found at www.swansea.gov.uk/saferswansea

2. Questions on Safer Swansea Partnership Performance

- 2.1 The focus of crime and disorder scrutiny is on the examining the work and performance of the Safer Swansea Partnership, and not any single organisation.
- 2.2. Following the presentation of information by Safer Swansea Partnership representatives about the work of the Partnership, the Committee will have the opportunity to ask questions. Broadly speaking the Committee will want to explore what has been done, how well it has been done and what impact that has made, e.g.

- what are the headlines
 - key activities and achievements / progress against strategic priorities
 - effectiveness of the partnership working
 - relevant performance and crime statistics (including trends / comparisons elsewhere)
 - evidence of improvement and impact made
 - key challenges ahead and plans to tackle these
- 2.3 The following representatives will attend in support of Partnership activities:
- Chief Superintendent Trudi Meyrick, South Wales Police
 - Adam Hill, Deputy Chief Executive, Swansea Council
 - Superintendent Mark Brier, South Wales Police
 - Paul Thomas, Community Integration & Partnership Manager, Swansea Council
- 2.4 The Committee will also invite the Cabinet Member(s) with community safety responsibilities to contribute to the session. The Safer Swansea Partnership is relevant to the work of Councillor Alyson Pugh (Cabinet Member for Supporting Communities) and Councillor Andrea Lewis (Cabinet Member for Homes, Energy & Service Transformation, and Joint Chair of Swansea Public Services Board).
- 2.5 This session follows from the Committee's previous meeting on crime and disorder in April 2019 (see extract of minutes at **Appendix 1**). The annual session planned for April 2020 was cancelled due to the pandemic.
- 2.6 The following written material has been provided by the Safer Swansea Partnership to support the discussion:
- Safer Swansea Community Safety Strategy 2018-2021 (**see Appendix 2**)
 - Presentation Slides (see **Appendix 3**)
- 2.7 It is up to the Committee to determine future engagement in crime and disorder scrutiny and how best to incorporate the scrutiny of the Safer Swansea Partnership into the overall scrutiny work programme.
- 3. Legal Implications**
- 3.1 There are no specific legal implications raised by this covering report.
- 4. Financial Implications**
- 4.1 There are no specific financial implications raised by this covering report.

Background papers: Welsh Government Guidance for the Scrutiny of Crime and Disorder Matters – Wales, Implementing Sections 19 and 20 of the Police and Justice Act 2006 (Welsh Assembly Government Guidance Circular No: 001/2010)

Appendices:

Appendix 1 – Extract from Minutes of Scrutiny Programme Committee 8 April 2019

Appendix 2 – Safer Swansea Community Safety Strategy 2018-2021

Appendix 3 – Presentation Slides

Appendix 1 – Extract of Committee Minutes, 8 April 2019



City and County of Swansea

Minutes of the **Scrutiny Programme Committee**

Council Chamber - Guildhall, Swansea

Monday, 8 April 2019 at 4.30 pm

Present: Councillor M H Jones (Chair) Presided

Councillors

C Anderson
L S Gibbard
E T Kirchner
G J Tanner

Councillors

M Durke
D W Helliwell
W G Lewis
W G Thomas

Councillors

E W Fitzgerald
P K Jones
S Pritchard

Statutory Co-opted Member

A Roberts

Councillor Co-opted Members

P M Black
C A Holley

P R Hood-Williams
J W Jones

Also Present

Councillor June Burtonshaw
Councillor Mary Sherwood

Cabinet Member for Better Communities (Place)
Cabinet Member for Better Communities (People)

Officers

Amy Hawkins
Adam Hill
Kate Jones
Martin Jones
Joanna Maal
Brij Madahar
Debbie Smith
Jane Whitmore

Adult Prosperity and Well-being Manager
Deputy Chief Executive / Director of Resources
Democratic Services Officer
Chief Superintendent
Chief Superintendent
Scrutiny Team Leader
Deputy Chief Legal Officer
Partnership & Commissioning Manager

Apologies for Absence

Councillor(s): T J Hennegan
Statutory Co-opted Member(s): D Anderson-Thomas

137 **Crime & Disorder Scrutiny - Safer Swansea Partnership.**

Chief Superintendent Martin Jones (South Wales Police) attended to provide a progress report on Safer Swansea Partnership and answer questions. The Deputy Chief Executive / Director of Resources, the Partnership and Commissioning Manager and the new Chief Superintendent, Jo Maal, were also present in support of the work of the Community Safety Partnership. The Chief Superintendent referred

to changes in the leadership which would see Jo Maal and Adam Hill take on the responsibility to Co-Chair the Safer Swansea Partnership. He also talked about how the focus of Community Safety partnerships and policing had changed over the past ten years, with a far greater focus on victims of crime, and vulnerability, which required changes in approach and tactics from all partners.

A presentation was provided which included the following:-

- Safer Swansea Partnership:
 - Partnership Vision
 - Partnership Purpose
- Strategic Priorities
- Key Activities and Achievements in:
 - Safe, Confident and Resilient Communities
 - County Lines and Substance Misuse
 - Violence Against Women, Domestic Abuse and Sexual Violence (VAWDASV)
 - Evening & Night Time Economy
 - Hate Crime and Community Tension Monitoring
- Performance and Crime Statistics
- Existing and Emerging Challenges

The Chief Superintendent referred to recent negative press about High Street and acknowledged the challenges in that area. He discussed community safety activities and referred to the regeneration of High Street and improvement in the pipeline.

The Chief Superintendent reported that vulnerability was a key issue and Multi-Agency Risk Assessment Conferences (MARAC) had now been established for street vulnerability and sex workers. This approach was working well and had seen some people turn their lives around. They had also been looking at good practice from other regions.

There had been better co-ordination and awareness on County Lines as well as some successful work on better information flow between partners, leading to quicker action. The challenge was to focus on the demand base for drugs and focus on users. The Substance Misuse Area Planning Board were meeting regularly and focussing on more outreach based efforts and getting more people into treatment. There was discussion around the efforts to raise issues about County Lines into the education system, so pupils, parents and teachers were aware of the threat / risks.

Achievements in relation to tackling Violence Against Women, Domestic Abuse and Sexual Violence were shared – with the focus on problem solving at the earliest opportunity of intervention. Close links between the Partnership and Safeguarding Boards were highlighted.

Excellent work had been carried out in respect of the evening & night time economy and this needed to be replicated in Uplands, whose night time economy was growing.

Race was still the highest reported hate crime and work still needed to be done to encourage the reporting of these crimes. Restorative justice had been quite successful in this area. The Partnership were also aware of tension around Brexit across the UK and this was being monitored locally.

With reference to Crime Statistics, it was noted that there had been an increase in robberies, drug trafficking and rapes.

Amongst challenges outlined to the Committee was organised crime, as Swansea had seen a spate of dwelling burglaries. Operations carried out have seen the number of cases drop and a lot of work had been done with the victims. The challenge of doing more with less resources was also stressed by the Chief Superintendent, challenging partners to share responsibility and do things differently.

The Cabinet Member for Better Communities (People) noted that Diverted Giving was being reviewed and the outcome of the review would be available soon. She also thanked the Chief Superintendent for all his work on the partnership, and spoke positively about its development and effectiveness, with good links to the Public Services Board.

The Deputy Chief Executive / Director of Resources highlighted the good work ongoing with transformation of High Street and Wind Street and noted that Students brought a lot to the City and had significantly contributed to the Purple Flag Award. It was essential that they felt safe in Swansea. He also commented on the positive energy and passion within the Partnership to tackle problems. He acknowledged the need to provide more reassurance to the public and work on making Swansea a safe place to live, work and visit.

The Partnership and Commissioning Manager highlighted the focus on early intervention.

Chief Superintendent, Jo Maal, stated that she would be continuing the good work of the Chief Superintendent, Martin Jones, on his departure and was looking forward to working with the Council in the coming years.

Members asked a variety of questions which centred around the following topics:

- Effectiveness of PACT meetings and other ways of engagement and information sharing with local Councillors
- Concerns over the 101 reporting system and public confidence in it
- Limited powers of Police Community Support Officers (PCSOs) – need to review/increase
- Training / Information on County Lines and training provided to schools – also consider how the effectiveness of the training could be monitored
- High Street – the need to resolve problems given it is a key gateway to the City

The Deputy Chief Executive / Director of Resources and the Chair thanked Chief Superintendent, Martin Jones, for all his work and commitment, and wished the new Chief Superintendent, Jo Maal, well in taking over the roll. The Partnership and

Commissioning Manger was also thanked for her work particularly work done on domestic violence.



Safer Swansea Community Safety Strategy

2018 -2021

Working together to make Swansea a Safer, more

Cohesive and Confident Place to

Live, Work and to Visit

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Foreword

Welcome to the 2018 – 2021 Safer Swansea Partnership Strategy.

The strategy reflects the changing community safety landscape and the Safer Swansea Partnership Steering Group will work together to ensure that we are prepared to meet the changing environment in which we work.

The work continues to evolve as a result of the continued financial challenges and new emerging priorities such as domestic violence, substance misuse, child sexual exploitation, human trafficking and modern day slavery which cut across the community safety and safeguarding areas of responsibility.

We need to work together more efficiently and effectively, to use all of the resources available to us in our communities, and to build positive, strong and resilient communities where the most vulnerable are supported and protected.

Members of the Safer Swansea Partnership Steering Group remain committed to working together, building on the success over the last few years and ensuring that Swansea continues to be a safe place to live, work and to visit.

Chris Sivers
Director of People, Swansea Council

Martin Jones
Chief Superintendent, South Wales Police

Safer Swansea Partnership Steering Group Joint Chairs – Chris Sivers, Director of People, Swansea Council and Chief Superintendent Martin Jones, South Wales Police.

The Safer Swansea Partnership

The Safer Swansea Partnership was established in 1998 as a result of the Crime and Disorder Act 1998.

The Safer Swansea Partnership has a statutory responsibility to undertake annual reviews of Crime and Disorder. The purpose of the review is to become aware of the nature of Crime and Disorder, anti-social behaviour and the misuse of drugs within the Swansea Council area, and then to identify methods of developing and implementing effective action to reduce these problems and direct resources to address them.

The Safer Swansea Partnership will seek to support the Public Service Board in meeting and delivering on the local strategic objectives and priorities.

The Safer Swansea Steering Group is the management and leadership group for the Safer Swansea Partnership where all key decisions are made on behalf of the Partnership. It provides leadership on the Safer Swansea strategy and liaison with the Police and Crime Commissioner on funding and strategy.

The membership of the Steering Group consists of key representatives from statutory partners and other organisations with an interest and influence in community safety issues.

Statutory Members include:

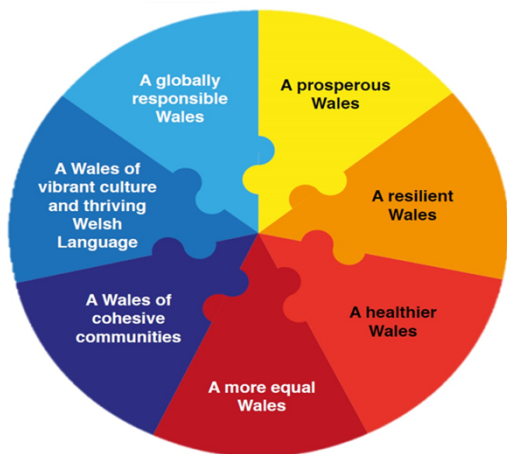
- South Wales Police
- Swansea Council
- ABMU Health Board
- National Probation Service
- Wales Community Rehabilitation Company
- Mid & West Wales Fire and Rescue Service
- Western Bay Youth Justice and Early Intervention Service

Other Members include:

- Police and Crime Commissioners Office
- Elected Member responsible for Community Safety
- Western Bay Safeguarding Boards
- Welsh Ambulance Service
- HE/FE Representation
- Public Health Wales
- Third Sector representation
- Others to advise as needed

Well-Being of Future Generations (Wales) Act

The Well-Being of Future Generations (Wales) Act places new requirements on Welsh Government along with 43 other public bodies across Wales to think more about the long term, work better with people and communities and each other, look to prevent problems and take a more joined up approach (*Shared Purpose, Shared Future*).



The Act is about improving the social, economic, environmental and cultural well-being of Wales, now and in the future. Public bodies need to ensure that, when making their decisions, they take into account the impact they could have on people living their lives in Wales in the future.

To make sure there is a cohesive the vision, the Act puts in place **seven goals for the Well-being Future Generations**

The Act puts in place a '**sustainable development principle**' which tells organisations how to go about meeting their duty under the Act; these 5 ways of working are:

Long Term – The importance of balancing short-term needs with the need to safeguard the ability to also meet long term needs

Prevention – How acting to prevent problems occurring or getting worse may help public bodies meet their objectives

Integration – Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.

Collaboration – Acting in collaboration with any other person (or different parts of the body itself) that could help the body meet its well-being objectives.

Involvement – The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves.

The Statutory Guidance for Part 4 of the Well-being of Future Generations (Wales) Act 2015 outlines the collective role for public service boards. The Statutory Duties which can be discharged via a Local Well-being Plan are outlined in Annex A of this document. In terms of Community Safety the table in Annex A outlines the legislation, duty, planning requirements and partners. The development of a Safer Swansea Community Safety Strategy will meet the Statutory Duty and feed into the development of a Local Well-Being Plan.

National Context

In 2017 Welsh Government announced a review will be undertaken on the way public services work together to help make our communities safer in Wales.

The review will make recommendations for:

- Establishing a strategic vision for community safety in Wales which all organisations involved understand, share and build into their national, regional and local planning;
- A sustainable approach to partnership working in Wales developed through the collection and analysis of evidence including UK-wide and international evidence about what works;
- Understanding, defining and clarifying the range of stakeholders and their leadership roles, including that of Welsh Government, police and crime commissioners, local authorities and Whitehall departments
- Creating stronger, more effective and more accountable leadership from all agencies and organisations
- Reflecting the new clarity around leadership by streamlining and simplifying governance to enhance accountability while refocusing activity so as to avoid duplication, and confusion
- Achievement of the wellbeing objectives published alongside the Taking Wales Forward Programme for Government
- Ensuring delivery in accordance with the Taking Wales Forward Programme for Government.

The five year South Wales Police & Crime Reduction Plan 2017-2021 looks at early intervention and prompt positive action to help prevent problems escalating.

The plan sets out six priorities for keeping communities safe.

- Reduce and prevent crime and anti-social behaviour to keep people safe and confident in their home and communities
- Improve the way we connect with, involve and inform our communities
- Work to protect the most vulnerable in our communities
- Make sure that the local criminal justice system works effectively and efficiently, meeting the needs of victims and challenging offenders
- Make our contribution to the strategic policing requirement and successfully police major events
- Spend your money wisely to protect policing in your community

Evidence of Local Need

Whilst developing priorities data and evidence of local need has been drawn from a number of sources to highlight the key challenges as outlined below:

Swansea Wellbeing Assessment

Swansea faces a number of challenges now and in the future, such as climate change, poverty, health inequalities, unemployment and growth.

- **Population Changes** – a growing, more diverse and ageing population
- **Economic Changes** – attracting investment, high quality jobs and new technology into Swansea whilst addressing the skills gap
- **Climate Changes** – risk from flooding, air and water quality, energy security and dangers to ecosystems and biodiversity
- **Social and Cultural Changes** – addressing inequalities in health, education, employment and life chances

To address these challenges, we know we cannot keep doing things in the way we always have; we have to do things differently to make things change.

A link to the assessment can be found below

<http://www.swansea.gov.uk/article/30905/What-its-like-living-in-Swansea-Join-the-conversation>

Western Bay Population Needs Assessment

The Western Bay population needs assessment exercise undertaken by social services and the health boards working through a joint committee to gather information on wellbeing and the barriers to achieving wellbeing for people who need care and support and their carers. Violence Against Women, Domestic Abuse and Sexual Violence has been identified as one of its core themes.

A link to the full assessment can be found below.

<http://www.westernbaypopulationassessment.org/en/home/>

Public Perception

In August 2017 the Western Compass Survey was carried out in Swansea to capture the experiences and public perception in order to understand the issues that matter most to the public and identify how these can be addressed.

The key headline findings in relation to community safety are outlined below:

- The majority of people feel that crime and anti-social behaviour has remained the same in the last 12 months. However, recorded crime figures have shown a decline.
- Additional research has shown that repeat victims of anti-social behaviour have a significant impact on our demand, the majority of which involve partners to resolve and in some cases the victim has mental health related issues.
- 84.6% feel safe in their community, which has reduced from 88.9% in 2014/15.
- 23.8% feel use or dealing drugs is a very/fairly big problem, which has increased from 14.4% in 2014/15.
- 17.0% feel drunk and rowdy behaviour is a very/fairly big problem, which has increased from 9.7% in 2014/15.
- Additional research into Domestic Abuse shows it is experienced by certain household types under the profiling of Mosaic.
- Perceptions that the police and council are dealing with what matters has reduced from 60.4% (2014/15) to 58.6% (2016/17).
- The perception that the police are dealing with what matters has increased from 66.2% (2014/15) to 68.7% (2016/17).
- Likewise the perception that the police do an excellent/good job has increased from 71.1% (2014/15) to 72.1% (2016/17).
- The majority of under-reporting occurs with incidents of E-crime or Hate crime, the reasons being that they feel there would be little chance of catching the offender.
- Satisfaction with the levels of Police Community Support Officer visibility does affect feelings of safety and perceptions that the police are doing a good job.
- Those dissatisfied with the levels of Police Community Support Officer visibility are most likely to be affluent household types that experience low crime and anti-social behaviour.
- Where people know their local Police Community Support Officer they are less likely to be dissatisfied with the levels of patrol.
- The majority of respondents do not feel informed about how local issues are being tackled, the non-emergency number, the nearest accessible police station, and social media.
- People want to receive information via a newsletter or face to face.

Scope of the Strategy

In July 2016, a review of the Community Safety Team was undertaken within the Council and later, through a multi-agency stakeholder workshop, a vision and purpose was agreed.

The **Vision** for Community Safety in Swansea was defined as:

'A place where all members of society can feel safe at all times'

The **Purpose** of Community Safety was defined as:

'Swansea partners delivering a collective vision to create a safe and welcoming environment in which to live, work, visit, trade, study, relax and retire'

The purpose of the workshop held in April 2017, was to re-invigorate the partnership working around Community Safety in Swansea.

The aim of the workshop was to ensure that Swansea's top priorities were identified and reflected in the new Safer Swansea Partnership Strategy and all actions captured in a single plan, providing a basis for delivering the objectives of the Public Service Board.

Partners in Swansea already have a well-established reputation for delivering successful initiatives and positive, productive working relationships that provide a sound platform for further success in achieving the Partnership's aims and objectives.

Regionalisation is also a key factor to consider when developing the Community Safety Plan going forward and Swansea partners will be working closely with colleagues across the Western Bay Region.

Strategic Priorities

The strategic priorities agreed with statutory partners and key stakeholders for the Safer Swansea Partnership are:

- Violence against women, domestic abuse and sexual violence (VAWDASV)
- Substance Misuse
- Stronger Communities
- Evening and Night Time Economy
- Hate Crime and Community Tension Monitoring

Over-arching Themes

The Partnership has identified two over-arching themes that will complement the work undertaken in all priority areas. The Safer Swansea Steering Group will monitor progress.

1. Reassurance Communication

Effective reassurance needs to be provided at every available opportunity to help change perceptions of crime, reduce fear of crime, promote positive outcomes of Safer Swansea and effectively highlight the importance of the work of the Partnership.

Reassurance is largely a communications issue and not the role of one person, but every Partnership member.

2. Community Engagement

Community engagement is integral to our everyday work. Safer Swansea must improve the way partners engage with members of the public to build relationships based on trust and respect. Face to face communication is powerful and must be used more frequently and effectively in the work of the Partnership.

Important in this process over the next three years will be improvements in two key areas:

- the Partnership and Communities Together (PACT) process and
- Information sharing targeted action meeting (ISTAM's)

Safer Swansea will aim to encourage greater participation at these meetings and promote engagement through a variety of fora. An example of greater community engagement would be to hold events to enable the community to comment on progress on the strategy and feed in information on initiatives happening in their respective communities.

Performance Framework

The Strategy will be delivered within a multi-agency, partnership framework.

Each strategic priority detailed on the following pages outline the areas for development that the Partnership will focus on over the next four years. The strategic priorities are not listed in order of importance, as each one has an equal level of standing.

These strategic priorities form the base of a four year Action Plan which will give clear outcomes, identify leads and key partners who will contribute to progressing the actions and the outcomes identified.

The Action Plan will be developed in partnership to ensure strong senior officer buy in, ownership and responsibility. Through this process, each partner will identify actions, expected outcomes, and strategic leads.

Strategic Priority 1

Violence against women, domestic abuse and sexual violence (VAWDASV)

Swansea, along with the Welsh Government, recognises that violence against women, domestic abuse and sexual violence (VAWDASV) is a violation of human rights. It is both a cause and consequence of gender inequality and disproportionately affects women and girls. Whilst it is important to acknowledge that women and girls are overwhelmingly affected by VAWDASV, we also recognise that men and boys can experience and be affected by violence and abuse.

Strategic Objectives

In line with Welsh Government's National Strategy on Violence against Women, Domestic Abuse and Sexual Violence (2016-2021), there are seven objectives.

Objective 1:

Increase awareness and challenge attitudes of VAWDASV

Objective 2:

Increased awareness in children and young people of the importance of safe, equal and healthy relationships and that abusive behaviour is always wrong

Objective 3:

Increased focus on holding perpetrators to account and provide opportunities to change their behaviour based around victim safety

Objective 4:

Make early intervention and prevention a priority

Objective 5:

Relevant professionals are trained to provide effective, timely and appropriate responses to victims

Objective 6:

Provide victims with equal access to appropriately resources, high quality, needs led, strength based, gender responsive services

Objective 7:

Prepare robust evidence to inform our work

Measuring Progress

An annual Action Plan will be developed to drive forward specific actions from the Strategic Objectives. This will be monitored through the Domestic Abuse Monitoring & Delivery Group and Domestic Abuse Strategy Group. There is an increased focus on regional working on this agenda that will be developed with regional partners, in line with Welsh Government requirements.

Strategic Priority 2

Substance Misuse

The Welsh Government published its ten year substance misuse strategy '*Working Together to Reduce Harm*' in October 2008. The strategy sets out a clear national agenda for tackling and reducing the harms associated with substance misuse in Wales.

Strategic Objectives

The Strategy covers four key areas/aims:

Objective 1. Preventing Harm

Objective 2. Supporting Substance misusers – aiding and maintaining recovery

Objective 3. Supporting and protecting families

Objective 4. Tackling availability and protecting individuals and communities via enforcement activity

Objective 5. To develop a Local Substance Misuse Delivery Plan

Measuring Progress

This will be monitored by the regional area planning board and progress reported to the Safer Swansea Partnership on a quarterly basis.

Strategic Priority 3

Stronger Communities

Community cohesion is what must happen in all communities to enable different groups of people to get on well together, whatever their backgrounds or circumstances. Cohesion within and between communities is an essential component of people's quality of life and of their local and national identity.

Community cohesion involves us all, and how we relate to others who are different. It is not just about how people from different ethnic groups, religions or nationalities, relate and get on, although this is a vital component. It also involves us working to break down the barriers to inclusion in our society caused by income equality, or caused by isolation and loneliness amongst older people; or by barriers preventing the inclusion of disabled people.

We have moved to a new climate where a Wales of Cohesive Communities is enshrined in the national goals of the Well-being of Future Generations (Wales) Act 2015. This ensures that community cohesion is at the heart of how Public Bodies deliver policies and services.

Strategic Objectives

In line with Welsh Government's National Community Cohesion Delivery Plan 2017-20 there are four objectives with a fifth one added to strengthen our delivery of the objectives.

Objective 1. Work at a strategic level to break down barriers to inclusion and integration across marginalised groups

Objective 2. Work at a local level to break down barriers to inclusion and integration for particular groups and communities

Objective 3. Supporting migrants, refugees and asylum seekers and settled communities during the integration process

Objective 4. Supporting communities in preventing hostility and extremism and managing consequences

Objective 5. Reduce and prevent crime and anti-social behaviour to keep people safe and confident in their homes and communities

Measuring Progress

The Welsh Government delivery plan is managed and updated by the Regional Community Cohesion Coordinator. Each regional partners have a local plan which addresses specific issues which relate to local need, this will be reported to the Safer Swansea Partnership Steering Group bi annually.

Strategic Priority 4

Evening and Night Time Economy

Swansea City Centre in the Evening and at Night 2027

Our vision for the future of Swansea City Centre after dark is as follows:-

By 2027 Swansea City Centre's evening and night time economy will be universally celebrated as a thriving social centre for fun and entertainment that is welcoming, safe and inclusive for those seeking leisure pursuits across a diverse range of activities.

The strategy will provide a strategic framework to guide the effective future management and positive development of Swansea City Centre's evening and night time economy as a place where people choose to spend their leisure time.

The Strategy will also be used as a tool by the multiple organizations involved in its inception together with local decision-makers, to promote and demonstrate the value of this sector, influence key decisions, seek support for this agenda and help facilitate funding and resources.

Strategic Objectives

Objective 1. To provide a position statement regarding the current performance of the existing evening and night economy

Objective 2. To establish a series of key performance indicators and performance targets against which the future performance of this sector can be monitored

Objective 3. To set out the mechanisms for the implementation of the strategy

Objective 4. To identify areas of improvement according to a series of over-arching development themes

Objective 5. To provide a *SMART* Action Plan setting out key actions

Measuring Progress

The ENTE Strategy Development Working Group is a multi-agency team lead by the local authority and meets monthly and sets the strategic direction.

This group is supported by the ENTE Operations Group which is led by South Wales Police. Meetings are also monthly and multi-agency in nature but the focus is the oversight and coordination of activities on the ground such as upcoming events, planning joint operations and monitoring key projects.

Strategic Priority 5

Hate Crime and Community Tension Monitoring

Welsh Government and partners in the Swansea Council area tackle hate crimes and incidents in respect of the protected characteristics under the **Equality Act 2010**. These include disability, race, religion, sexual orientation and gender reassignment. Age is also a protected characteristic and is incorporated into this area of work. The WG Framework to tackle Hate Crime also takes forward work in relation to mate crime, far right hate and cyber hate and bullying. The Equality Act 2010, created a duty on public organisations when carrying out their functions to advance equality of opportunity and the need to foster good relations between people who share a relevant protected characteristic and people who do not.

Victim Support has been commissioned by the Welsh Government as the Official National Hate Crime Report and Support Centre for Wales.

Strategic Objectives

In line with Welsh Government's National Strategy on tackling Hate Crime, '**WG Tackling Hate Crimes & Incidents – A Framework for Action**'.

Objective 1: PREVENTION

- 1 – Tackling Hate-related Bullying and Promoting Respect
- 2 – Promoting Inclusion and Resilience
- 3 – Delivering Fairness and Equality
- 4 – Delivering Training and Awareness in Service Delivery

Objective 2: SUPPORTING VICTIMS

- 5 – Increasing Reporting of Hate Crimes and Incidents
- 6 – Increasing Support for Victims

Objective 3: IMPROVING THE MULTI-AGENCY RESPONSE

- 7 – Improving Partnership Working
- 8 – Tackling Perpetrators

Measuring Progress

An annual delivery plan, 'Swansea Council Hate Crime Stakeholder Action Plan' has been developed to deliver specific actions from the Strategic Objectives. This is managed and monitored through:-

- Hate Crime Stakeholder Group comprising of the Police, Victim Support, Swansea University and Swansea Council, and
- Safer Swansea Partnership Steering Group.

Related Strategies and Partnerships

The Well-being of Future Generations (Wales) Act 2015 puts a Well-being duty on specified public bodies to act jointly and establish statutory Public Service Boards (PSBs) for each local authority area in Wales.

Future work and priorities of the Safer Swansea Partnership need to link into the development of Local Well-being plans currently being developed.

Wider links and interdependencies:

- Community Cohesion (Regional and Local)
- Channel Partnership (Local)
- Prevent (Local)
- Contest (Regional)
- Asylum Seekers and Refugee/Migration (Local)
- Western Bay Safeguarding Boards (Regional)
- Public Protection Executive Board (Local)
- Children & Young People Partnership Board (Local)

Funding Arrangements

The level of funding via the Police and Crime Commissioners Office to the Safer Swansea Partnership has remained the same for a number of years. This funding is utilised across the partnership to meet the strategic objectives identified by the Partnership, aligning to the priorities outlined by the Police and Crime Commissioner.

Reporting Arrangements

To measure success, Safer Swansea will draw on qualitative and quantitative data from a number of sources, including evaluation of projects and customer feedback. The Safer Swansea Partnership Steering Group will monitor progress and performance against each of the strategic priorities through the work programme.

A report on progress will be compiled on an annual basis.

Governance Arrangements

Interdependencies and groups that will feed into the Safer Swansea Partnership are outlined in the governance structure chart below.

SAFER SWANSEA PARTNERSHIP GOVERNANCE

PUBLIC SERVICE BOARD

Police & Crime Commissioner
– Crime Reduction Plan

WG Community Cohesion
Strategic Framework

Serious and Organised Crime

SAFER SWANSEA PARTNERSHIP STEERING GROUP

Western Bay Adult
Safeguarding Board

Western Bay Children
Safeguarding Board

Western Bay CONTEST
Board

Channel

Strategic Priority 1
VAWDASV
Strategic Group

Strategic Priority 2
Substance
Misuse

Strategic Priority 4
Evening &
Night Time
Economy

Strategic Priority 5
Hate Crime &
Community Tension
Monitoring

Strategic Priority 3
Stronger
Communities

VAWDASV
Strategy Group

WB Area
Planning
Group

E & NTE
Strategy Group

Hate Crime
Stakeholder
Group

ASB / Day time
Economy Multi-
Agency Group

Sub Groups

Sub Groups

Sub Groups

Community
Safety Tasking
Group

Building
Stronger
Swansea
Together



Safer Swansea Partnership

Crime & Disorder Scrutiny Committee Session

18th May 2021

Background

The Safer Swansea Partnership was established in 1998 as a result of the Crime and Disorder Act 1998

Co – Chairs: Adam Hill, Deputy Chief Executive Swansea Council and Chief Superintendent Trudi Meyrick, South Wales Police
Secretariat support shared and meetings held quarterly

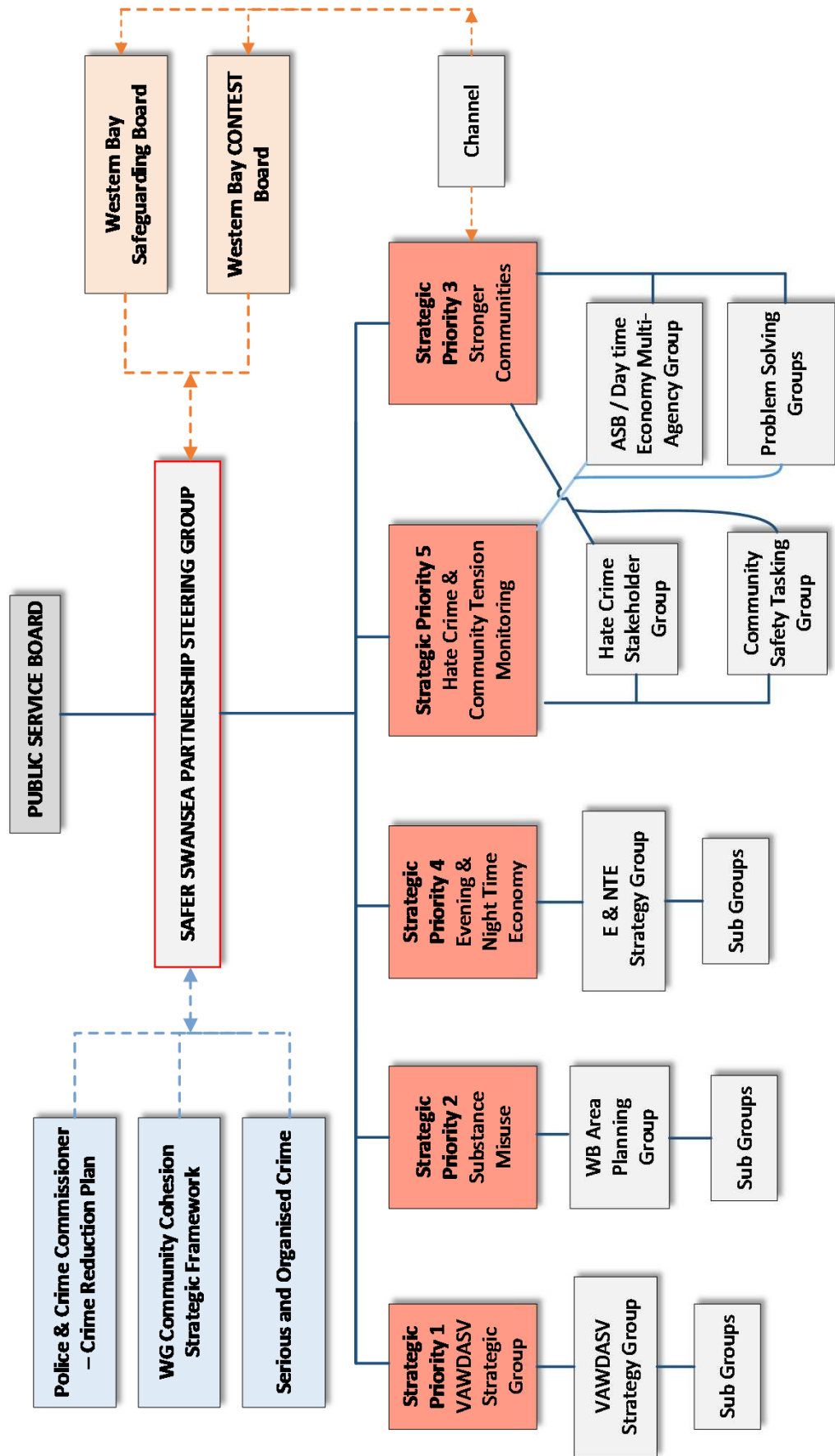
Partnership Vision

'A place where all members of society can feel safe at all times'

Partnership Purpose

'Swansea partners delivering a collective vision to create a safe and welcoming environment in which to live, work, visit, trade, study, relax and retire'

CURRENT SAFER SWANSEA PARTNERSHIP GOVERNANCE



Strategic Priorities

- Violence against women, domestic abuse and sexual violence (VAWDASV)
- Substance Misuse
- Stronger Communities
- Evening and Night Time Economy
- Hate Crime and Community Tension Monitoring

Never Waste a Good Crisis

A Journey in a Pandemic



A Community Safety response to a changing landscape

Pandemic: Flexibility of Response

What we created, what we maintained

1. Joint Enforcement Team
2. Problem Solving Groups
3. Community projects
4. Partnership meetings
5. Outreach work

Pandemic: Flexibility of Response

1. Joint Enforcement Team

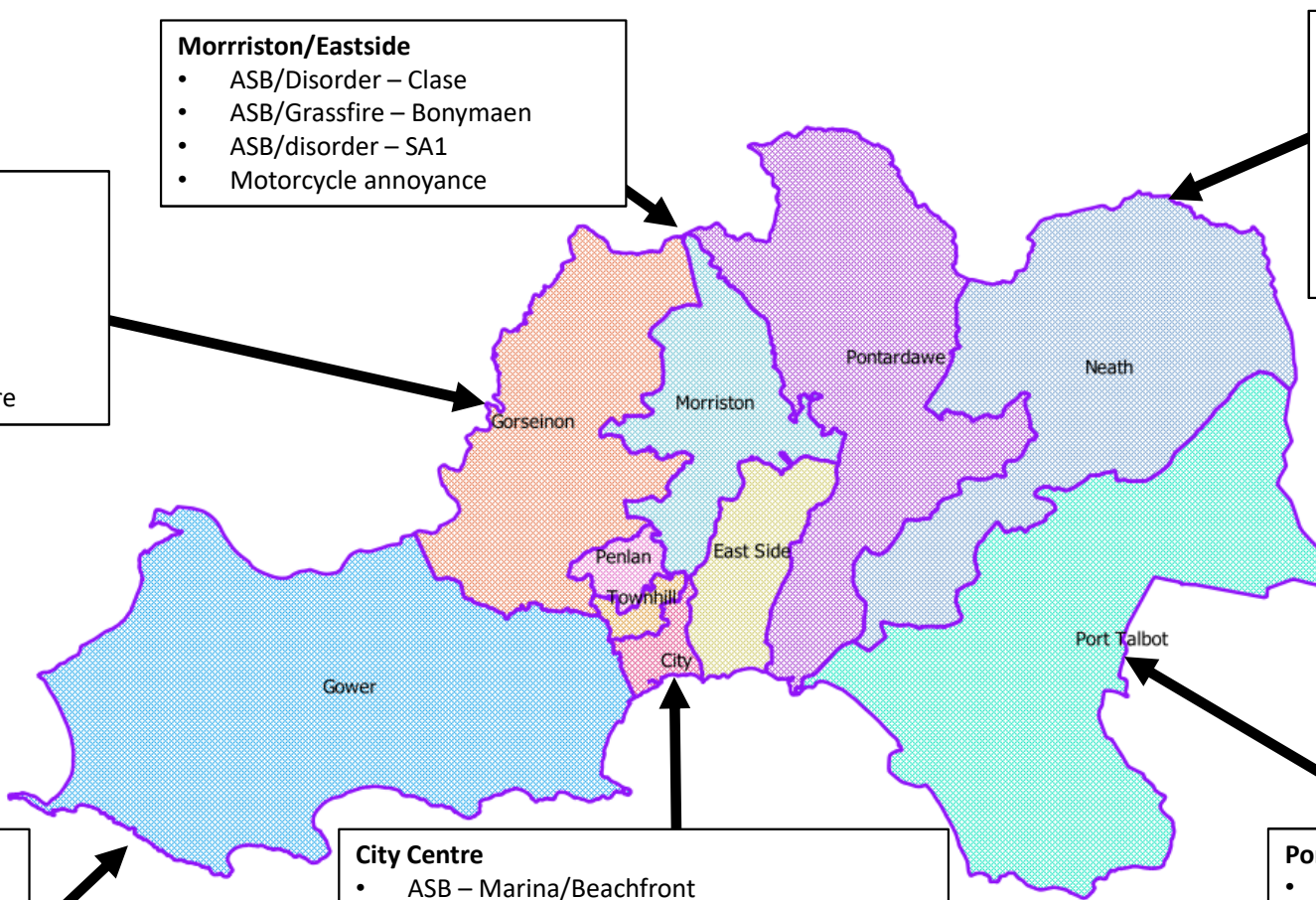
- Joint Commitment
- Joint Tasking and Coordinating – flexibility in response
- Tracking and Performance
- Coherent approach to Education and Enforcement (licensing)

Pandemic: Flexibility of Response

2. Problem Solving Groups

- Challenge
- Engagement
- Partnership
- Outcome and Escalation

Problem Solving Generic Themes



Morrision/Eastside

- ASB/Disorder – Clase
- ASB/Grassfire – Bonymaen
- ASB/disorder – SA1
- Motorcycle annoyance

Neath/Pontardawe

- Substance Misuse/ASB/Disorder – Neath Town Centre
- Day time/Night time economy
- ASB – Homeless
- Drugs use – Briton Ferry
- Motorcycle annoyance
- Grass Fires

Gorseinon/Penlan

- Motorcycle annoyance
- Grass Fires
- ASB/Damage – Penlan
- ASB/Disorder – Pontardulais
- Penlan – substance misuse
- ASB – Gorseinon Town Centre

Port Talbot

- Motorcycle annoyance
- ASB/Disorder Aberavon Beachfront
- Substance Misuse/ASB Port Talbot Town Centre
- Grass Fires

City Centre

- ASB – Marina/Beachfront
- Day time/Night time economy
- Sex Workers
- Crime/ASB – Brynmill/Uplands
- ASB – Homeless
- ASB/Criminality – High Street/St Helens Road
- Quay House - MOSOVO

Townhill/Gower

- ASB – Mumbles/Langland
- ASB - Caswell, Langland, Rotherslade Beaches
- ASB - Singleton/Underhill Park
- Grass Fires
- Motor Cycle Annoyance
- Theft of catalytic converters

Pandemic: Flexibility of Response

3. **Community projects**
4. **Partnership meetings**
5. **Outreach work**

South Wales Police

- Reduction in Demand
- Increase in Demand
- New Internal and External Challenges
- New evolving Policing Context
- Embed Learning through Recovery

Impact of Covid (23rd Mar 20 to 22nd Mar 21)

What we see and what we don't see – the sleeping giants.

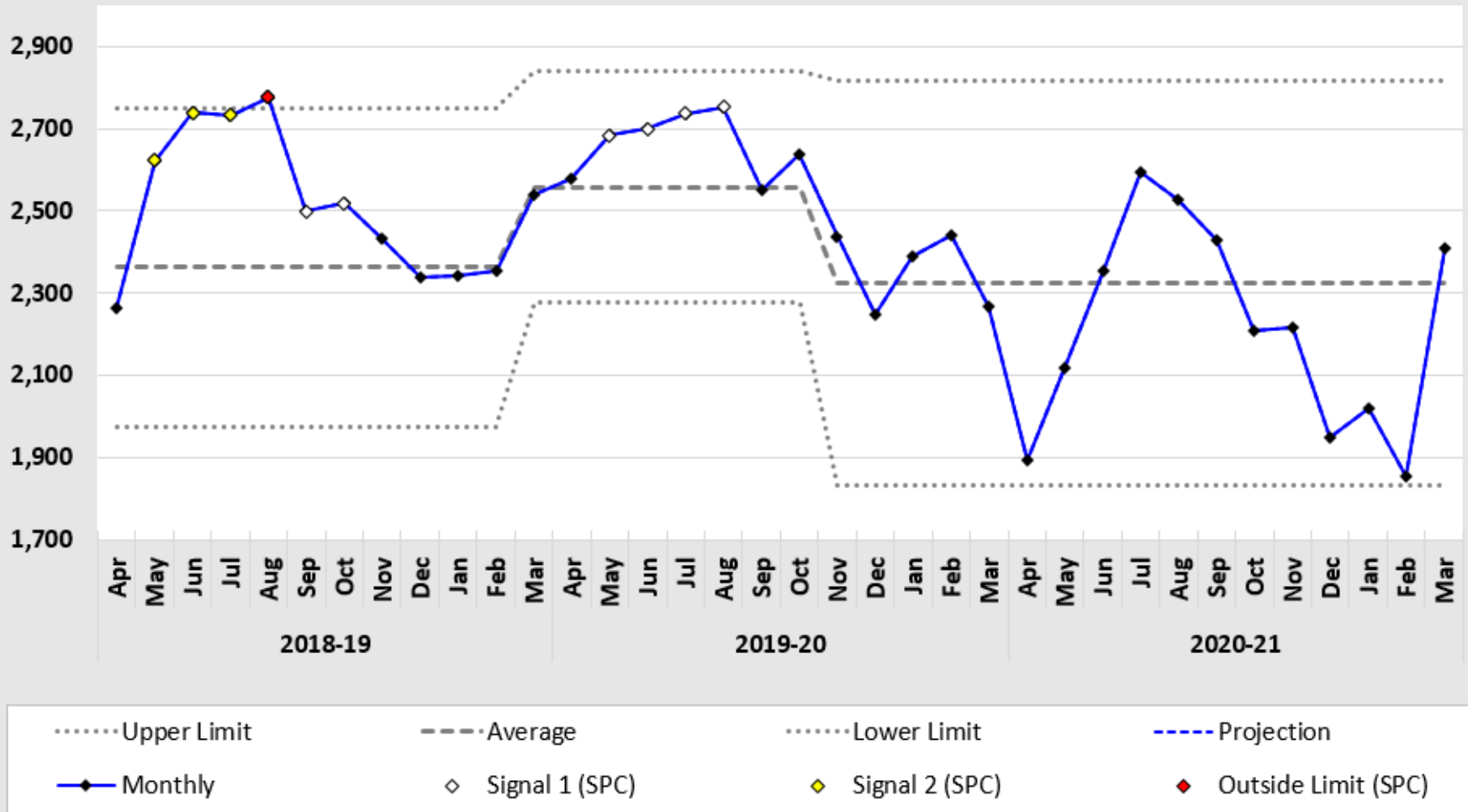
Swansea Neath Port Talbot BCU		Total 23rd Mar to 22nd Mar	Change
Missing Persons	2020-21	1616	-31.6%
	2019-20	2364	
Business and Community Burglaries	2020-21	343	-35.0%
	2019-20	528	
Residential Burglary	2020-21	1025	-18.8%
	2019-20	1263	
Robbery	2020-21	156	-4.9%
	2019-20	164	
Drugs Trafficking	2020-21	330	36.4%
	2019-20	242	
Drugs Possession	2020-21	1041	11.9%
	2019-20	930	
Possible Drugs Deaths (based on reporting circs)	2020-21	18	5.9%
	2019-20	17	
Possible Drugs Overdoses (based on reporting circs)	2020-21	86	14.7%
	2019-20	75	
Op signature	2020-21	145	-37.8%
	2019-20	233	

Swansea Neath Port Talbot BCU		Total 23rd Mar to 22nd Mar	Change
Rapes	2020-21	289	-9.1%
	2019-20	318	
Child Protection	2020-21	849	-25.9%
	2019-20	1145	
Child Abuse	2020-21	125	-30.2%
	2019-20	179	
Child Sexual Abuse	2020-21	123	-34.9%
	2019-20	189	
Child Sexual Exploitation	2020-21	69	-15.9%
	2019-20	82	
Domestic Abuse Incidents (including crimes)	2020-21	8830	-11.3%
	2019-20	9957	
Domestic Abuse (crimes only)	2020-21	4649	-9.0%
	2019-20	5111	
Arsons	2020-21	122	-27.4%
	2019-20	168	
ASB (finalisation code)	2020-21	8406	41.3%
	2019-20	5947	

7.9% increase in ASB force-wide (with covid data abstracted)

Total Recorded Crime over time

Recorded Crime - All Crime - Swansea, Neath and Port Talbot - Monthly



PINCHPOINTS

Cohesion - Voice Of Wales

Protest -

BLM

Kill The Bill

Reclaim The Streets

SA1 / Beaches / Hotspots

Licensing

Student Population

Impact of Homeless in
Temporary Accommodation

Covid Regulations –
The 4 Es.

Daily Business –
VAWDASV / Substance
Misuse / Hatecrime



SSP

CHALLENGES

Partnership

Practical consequences
of Regulation change

Proportionate but
Robust Response

Consent

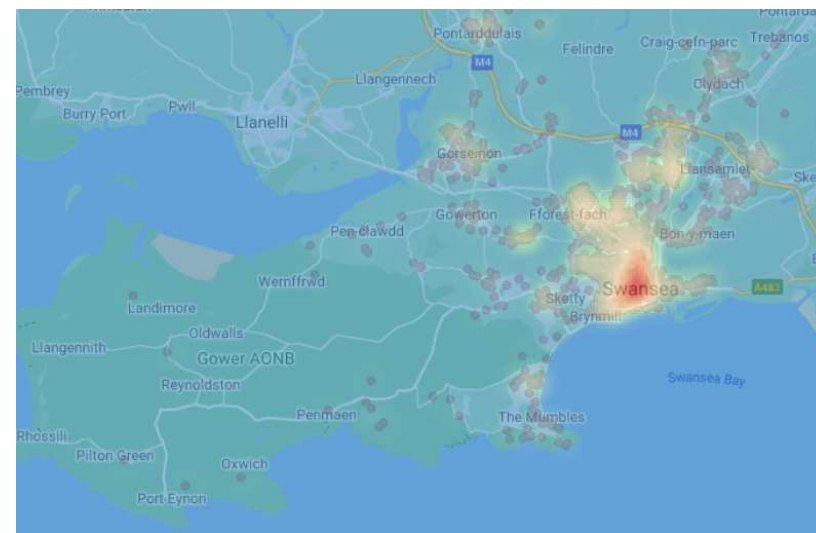
Wellbeing

Recovery

Violence against Women and Girls

For the period of 2020 (January to December) there was a total of 1979 offences where victims of violence were female, in Swansea.

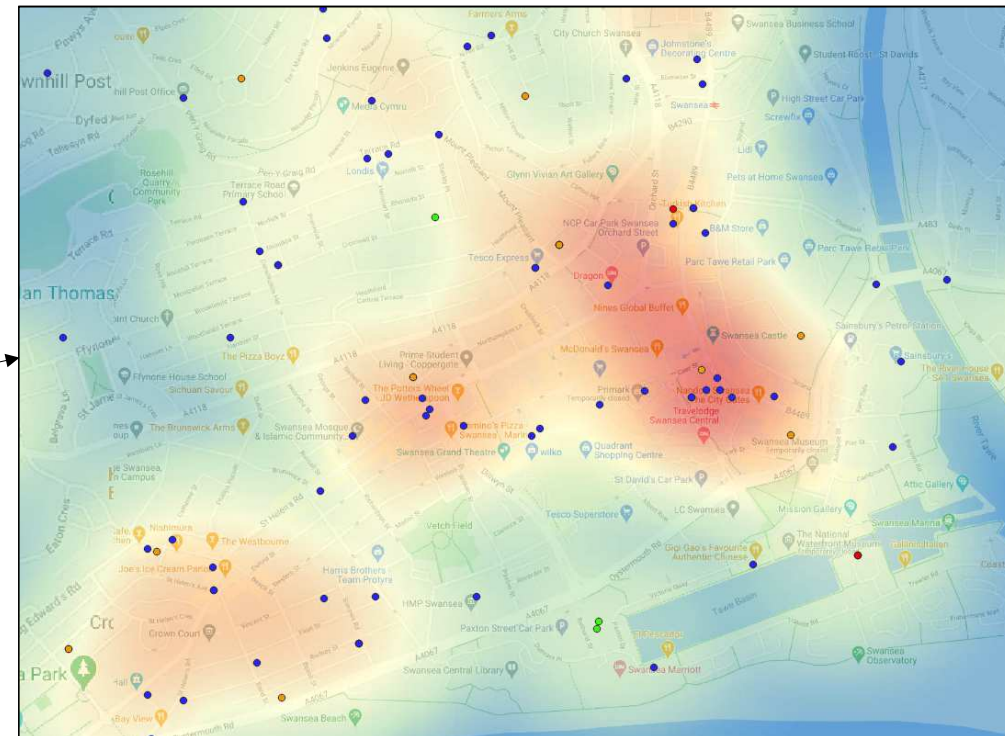
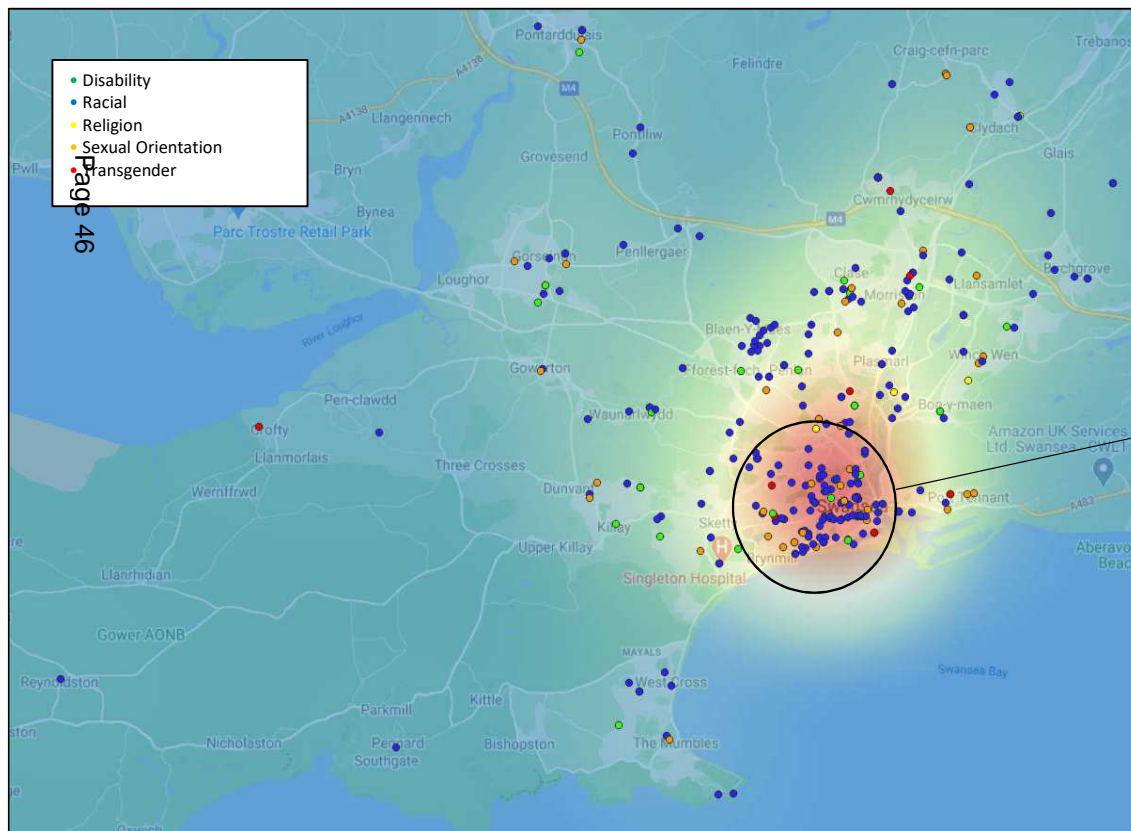
- **978** violence with injury (**552** domestic related);
- **1001** violence without injury (**484** domestic related);
- Of the **1577** unique female victims identified; **250** were repeat victims with almost a third of these (32.8%, 82) being a repeat victim on 3 or more separate offences.



Performance & Crime Statistics

Hate Crime

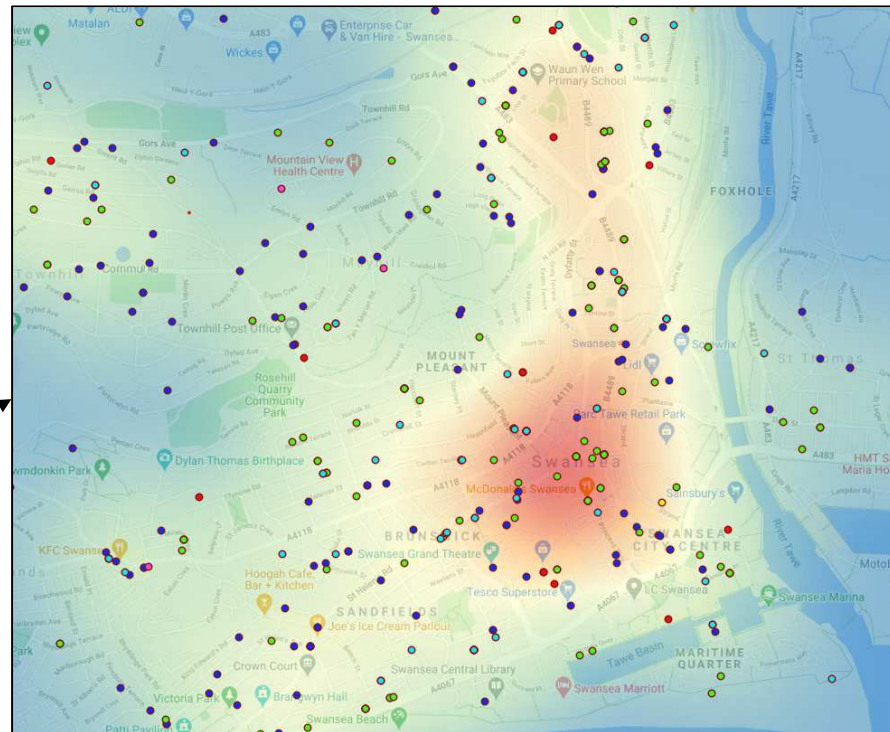
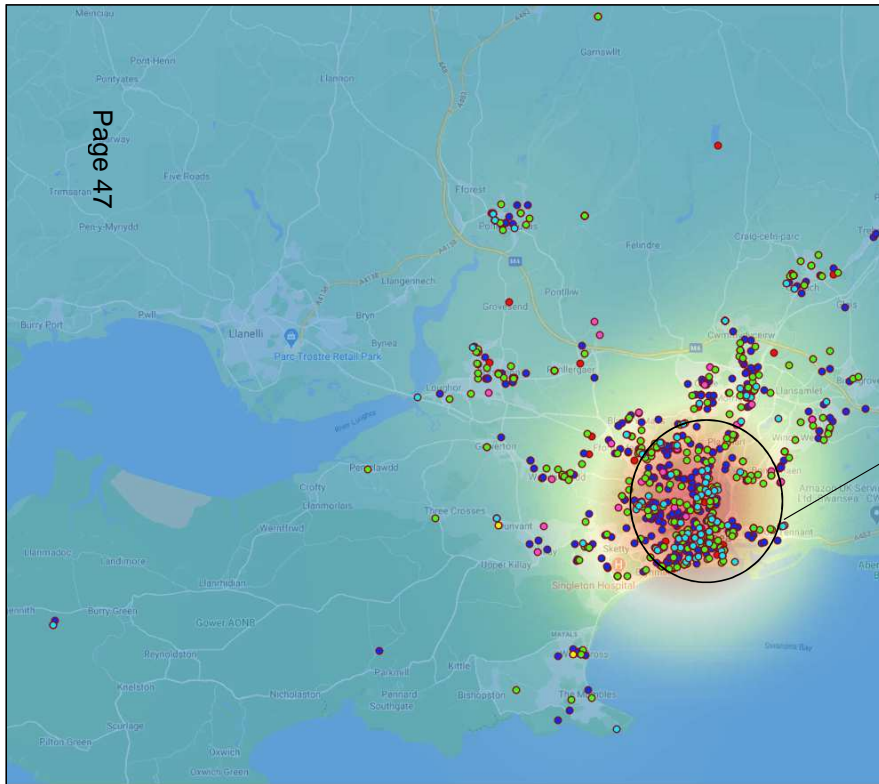
Over the period of January to December 2020 there were **330** hate crimes reported in Swansea



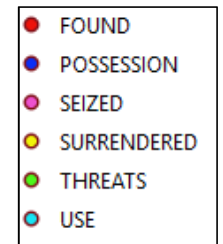
Performance & Crime Statistics

OP SCEPTRE – Knife related crime/ incidents

Over the period of January to December 2020, there were **954** knife related occurrences reported in Swansea (**608** crimes and **346** incidents)



Type / Sub category	Swansea
Crime	608
Found	6
Possession	311
Seized	23
Threat	200
Use	68
Non-crime	346
Found	37
Possession	170
Seized	2
Threat	112
Use	21
Surrender	4

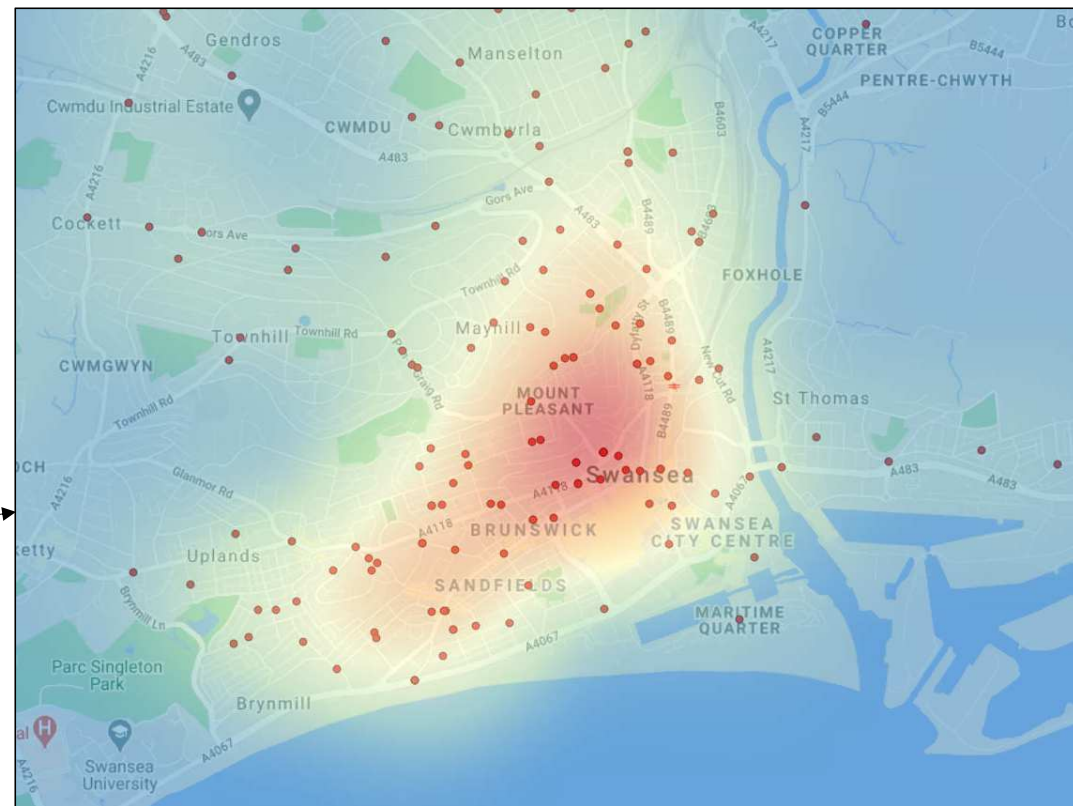
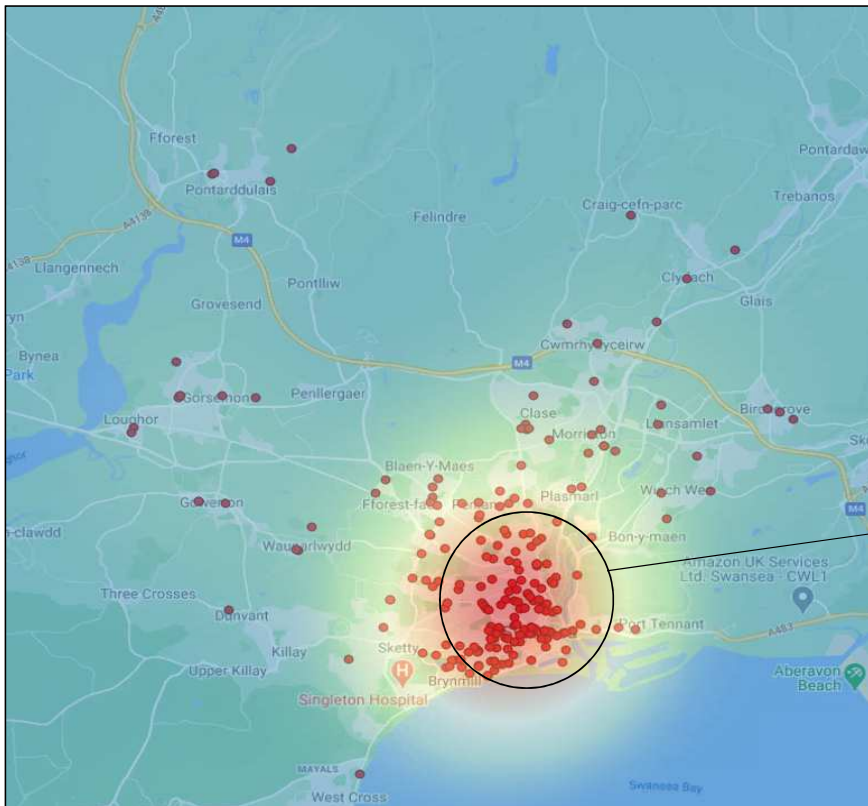


Performance & Crime Statistics

Drug Trafficking

Over the period of January to December 2020 there were **238** drug trafficking offences recorded in Swansea

Page 48



Future

1. Recovery
2. Keep the good bits – structure / escalation / contact / accountability & focus
 - Safeguarding / Disruption / Enforcement (sustainable impact in a team of 3)
 - Contextual Safeguarding
3. The next 12 months - Joint Challenges
 - Business as 'usual'
 - Business as 'unusual' (socio and crime related impact of lifting of Pandemic)
 - The Funding challenge (Safer Streets – Violence against women and girls)

Agenda Item 7



Report of the Chair

Scrutiny Programme Committee – 18 May 2021

Scrutiny Performance Panel Progress Report

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

1. Introduction

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

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

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

1.4 This report is about the following Performance Panel:

- a) Natural Environment – this is the first update on work carried out since the Panel was established in July 2019.

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

1.5 The Natural Environment Panel involves the following members:

Labour Councillors: 4

Peter Jones (CONVENER)	Mary Sherwood
Hazel Morris	Christine Richards

Liberal Democrat/Independent Councillors: 2

Wendy Fitzgerald	Mary Jones
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Conservative Councillors: 4

Steve Gallagher	Will Thomas
Brigitte Rowlands	Linda Tyler-Lloyd

Uplands Councillors: 1

Irene Mann	
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2. Legal Implications

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

3. Financial Implications

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

Background Papers: None

Appendices:

Appendix 1 – Scrutiny Performance Panel – SPC Update

Natural Environment Scrutiny Performance Panel Update

1. Remit of the Panel

The Panel is responsible for the ongoing monitoring of performance in relation to the natural environment. The Panel will monitor delivery of the Council's work, commitments and implementation of agreed plans, and assess progress.

2. Introduction

The development of this Panel followed a Scrutiny Inquiry, which looked at how the Council manages the natural environment in Swansea, together with the introduction of a new Corporate Priority of Maintaining and Enhancing Swansea's Natural Resources and Biodiversity. This also links with the Climate Emergency, declared by the Council in June 2019.

This is the first update report from this Panel, since it was established by the Committee in July 2019. The Panel met for the first time in September 2019, therefore this report tells the story so far, in terms of Panel activities and achievements, rather than just looking back at work carried out during the current municipal year.

The Panel has been focused on contributing to the ongoing development and enhancement of Swansea's natural resources and biodiversity, acting as a critical friend for the Cabinet, and helping to ensure accountability for performance. The introduction of the Panel ensures there is an ongoing conversation between scrutiny and the executive on performance.

3. Key Activities

The Panel was set up initially to meet on a quarterly basis. Because of the growing importance and urgency around the health of our natural world and the serious impacts of climate change, the Committee increased the frequency of Panel meetings in November 2020 to every two months. Additional Panel time will enable better monitoring of Council performance against objectives, targets and action plans, and the role that it is playing, as well as examining specific natural environmental issues. Unfortunately, the pandemic impacted on our ability to meet in 2020, given pressure on resources as the Council has responded to the crisis.

The Panel has held five meetings since inception in September 2019. The issues covered were as follows:

Meeting date	Main Topic
25 September 2019	<ul style="list-style-type: none">Natural Environment Overview
22 October 2019	<ul style="list-style-type: none">Gull Nuisance – Discussion on Public Concerns

16 December 2019	<ul style="list-style-type: none"> • Weed Management • Air Pollution Control
1 September 2020	<ul style="list-style-type: none"> • Discussion on COVID-19 Service Specific Impacts / Environmental Lessons • Follow Up – Implementation of Natural Environment Scrutiny Inquiry Recommendations • Local Flood Risk Management – Annual Update
22 March 2021	<ul style="list-style-type: none"> • Nature Conservation Projects Update

4. Achievements / Impact

The Panel has been developing its role, forming an awareness and understanding of the key issues, Council commitments under the natural environment, including Welsh government legislation, and the plans, initiatives and projects that are in place. In this regard, the Panel has developed a working relationship with relevant Cabinet Members and engaged with the key officers, both at a strategic and at an operational level, on specific areas of interest and concern. The Panel has helped to raise the profile of, and attention to, the natural environment and biodiversity, and is keeping a watching brief on a range of issues.

The Panel has written to relevant Cabinet Member(s) following each meeting with key findings, and its views and recommendations arising from discussions, including some of the following matters:

- The Panel followed up on action on the implementation of the Natural Environment Scrutiny Inquiry recommendations with relevant Cabinet Members and officers, which helped it to assess the impact of scrutiny. In conclusion, the Panel agreed that good progress had been made with the implementation of recommendations and were happy to conclude formal monitoring of the inquiry report. However, the Panel will, as necessary, pick up on any specific issues of concern through its ongoing monitoring activities. The Panel was particularly pleased to see progress made on one of the issues highlighted by the Scrutiny Inquiry: recruitment for a new Section 6 Duty Biodiversity Officer and new Planning Ecologist is underway.
- The Panel has asked questions about the Council's use of glyphosate for weed and verge management, given public health concerns and concerns about this chemical treatment on biodiversity. We have been engaging with Cabinet Member(s) about reducing our use of glyphosate – though were pleased to hear that it was being used sparingly - and continuing exploration of alternatives e.g. more organic / natural / integrated / mechanical methods to manage weeds. The Cabinet Member has also been asked to consider different approaches to weed and verge management including stopping or reducing cutting that will enhance the natural environment and biodiversity, something that the Panel will be following up on.
- The Panel has asked about current air pollution monitoring, in particular the measured levels of Nitrogen Dioxide (NO₂) where available (including around schools), and measures in hand / planned to reduce levels further. We also

discussed the issue of contracted vehicles (coaches / taxis etc.) parked outside schools with engines left running and the impact of this on children's health, not to mention the numbers of parents / carers doing likewise in their cars. The Scrutiny Programme Committee has also raised this with the Cabinet Member for Education Improvement, Learning & Skills.

- The Panel is annually reviewing and monitoring progress against Local Flood Risk Management plans and actions. We have discussed activities and achievements, issues / challenges, and reflected on experience. It is clear that flooding is becoming more prevalent in Swansea, with global heating a contributing factor. Flood incidents over the past few years have been exceptionally high and demanding, putting a strain on the service. The Panel recognises the scale of the problem and challenge and has highlighted that decision-makers (local and national) will need to meet this through better resources to tackle and manage flood risk and measures that will prevent flooding, particularly where it is a common occurrence. The Panel will be asking what longer-term planning and steps can be taken to counter the likely flood consequences of climate change.
- Following referral by the Scrutiny Programme Committee, the Panel was able to deal with a public request for scrutiny in relation to concerns about persistent gull nuisance in Swansea, the feeding of gulls, and detrimental effect on residents' well-being and health and safety within their communities. The Panel approached the topic as one that has potential impact across the whole of Swansea given the nature of the problem outlined, and considered a range of perspectives on the issue, including the Council's position, and views from the RSPB. As such, the Panel identified solutions that may be appropriate that could address the problem and have wider benefit for Swansea protecting both the natural environment and health and well-being of citizens, including actions to discourage public feeding and improved food waste storage and disposal.
- The Panel asked about the experience during the COVID-19 pandemic and effects on relevant service areas, specific impacts on the natural environment & biodiversity, as well as environmental lessons and opportunities. There have been some beneficial impacts on the environment from the COVID-19 experience, mainly resulting from the lockdown of society with reduced activity, less travel and more use of outdoor spaces. Unsurprisingly, this has meant reduced levels of air pollution, however, like other benefits, whilst there has been a difference, it is uncertain whether these will be long lasting as society reopens, recovers, and returns to levels that are more 'normal'. We are yet to find out what the new 'normal' level is as the pandemic continues and is difficult to forecast. Whilst there may be less travel, significant reductions in public transport usage may actually be contributing to more car usage. Nevertheless, COVID-19 has highlighted the value of local green spaces and we have seen a greater appreciation of parks, gardens, and places for walking and cycling for people's health and wellbeing.
- Most recently, the Panel held a discussion on the work of the Council's Nature Conservation Team. We were provided with a Biodiversity and Green Infrastructure Action Log that showed current and planned work focused on the

actions under the Corporate Plan Natural Resources and Biodiversity Objective and work arising out of the Natural Environment Scrutiny Inquiry recommendations. We praised the Team's efforts but responsibility for the natural environment is not limited to the work of the Council's Nature Conservation Team. All services have a part to play. The Panel has talked about the importance of seeing the natural environment and biodiversity as everyone's business and raising awareness accordingly. Panel members were keen to see greater promotion of the work the Council is doing in delivering the Corporate Section 6 Biodiversity Duty (under the Environment Wales Act 2016) and encouraged Cabinet members to look at ways to improve communications to raise awareness around this work.

- The Panel is seeking to establish a regular dialogue with Cabinet Members and officers, specifically about the Council's overall progress in delivering the corporate priority on maintaining and enhancing Swansea's natural resources & biodiversity, and accounting for performance against targets and other measures identified.

5. Future Work

The Panel is keen to ensure focus on the right things so that its work can make a difference. The Panel agreed a fresh work plan in March, following consultation with relevant councillor and officer leads. The Panel is also keen to engage more widely with external organisations and the public so that the Panel can benefit from a range of perspectives on Council action and performance and help inform improvement.

Forthcoming Topics	
19 May 2021	<ul style="list-style-type: none"> • Climate Change Action Plan consultation feedback • Climate Emergency Declaration – Council Action Plan Progress
29 June 2021	<ul style="list-style-type: none"> • Air Quality Management
31 August 2021	<ul style="list-style-type: none"> • Local Flood Risk Management • Ash Dieback update • <i>TBC</i>: Monitoring Delivery of Corporate Priority – Maintaining & Enhancing Swansea's Natural Resources & Biodiversity – Progress
12 October 2021	<ul style="list-style-type: none"> • Water Pollution (including marine biodiversity)
12 January 2022	<ul style="list-style-type: none"> • <i>TBC</i>: Management of Green Space / Weed & Verge Management

6. Action for the Scrutiny Programme Committee

None

Agenda Item 8



Report of the Chair

Scrutiny Programme Committee – 18 May 2021

Membership of Scrutiny Panels and Working Groups

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

1. Introduction

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

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

2.1 None.

3. Guiding Principles

3.1 When determining membership / conveners or agreeing any changes there are some key considerations for the Committee:

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

4. Legal Implications

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

5. Financial Implications

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

Background Papers: None

Appendices: None

Agenda Item 9



Report of the Chair

Scrutiny Programme Committee – 18 May 2021

Annual Scrutiny Work Programme Review 2020/21

Purpose:	Being the last scheduled Committee meeting of the 2020/21 council year, this report is to help councillors: <ul style="list-style-type: none">• look back at the work done this year• reflect on the experience• look forward to the new council year, and work programme.
Content:	The agreed work programme for 2020/22 is described and reviewed. The work completed by the Committee over the past year is attached together with a summary of the established Scrutiny Panels and Working Groups.
Councillors are being asked to:	<ul style="list-style-type: none">• consider progress, achievements, and the effectiveness of the scrutiny work programme, and scrutiny practice• consider how well the Committee has worked this year
Lead Councillor(s):	Councillor Peter Black, Chair of the Scrutiny Programme Committee
Lead Officer(s):	Tracey Meredith, Chief Legal Officer
Report Author:	Brij Madahar, Scrutiny Team Leader Tel: 01792 637257 E-mail: brij.madahar@swansea.gov.uk
Legal Officer:	Debbie Smith
Finance Officer:	Paul Cridland

1. Introduction

- 1.1 The Scrutiny Programme Committee is responsible for developing the Council's scrutiny work programme, and managing the overall work of scrutiny to ensure that it is as effective as possible.
- 1.2 Although, in November 2020, the Committee agreed a work programme to cover the period until May 2022, it is nevertheless good practice at the end of each council year for the Committee to look back on the year's work and consider its effectiveness. This report is to help

councillors take stock of the work done this year and reflect on the experience.

1.3 The Committee will recognise that the pandemic has continued to affect the delivery of the work programme, and work of scrutiny.

1.4 The Committee will also note the short length of the 2020/21 municipal year due to the pandemic, covering activities between October 2020 and May 2021. The Council AGM is taking place on 20 May 2021.

2. Scrutiny Arrangements

2.1 The broad aim of the scrutiny function is to engage non-executive councillors in activities to:

- provide an effective challenge to the executive
- help improve services, policies, and performance
- engage the public in its work

2.2 Current scrutiny arrangements, agreed by Council in October 2012, aimed to achieve the following:

- All work to be managed by a single Scrutiny Programme Committee through a single work plan. This will ensure that work is cross cutting and not restricted to departmental silos.
- Specific work will be undertaken both through the Committee and by establishing informal panels (for in-depth activities) or working groups.
- The Chair of the Scrutiny Programme Committee shall maintain overall responsibility for the work and timetable for scrutiny, and ensuring that the work is carried out, in conjunction with the committee itself.
- All backbench councillors should have the opportunity to participate in scrutiny work regardless of committee membership.

3. Work Planning

3.1 The Committee has needed to ensure that the work of scrutiny is:

- manageable, realistic and achievable given resources available
- relevant to council priorities
- adding value and having maximum impact
- coordinated and avoids duplication

3.2 The annual Scrutiny Work Planning Conference took place on 13 October 2020. For the first time the event was held on-line via MS Teams. It was attended by 31 scrutiny councillors (compared to 21 the previous year), 1 co-opted member, and the Chair of the Audit Committee, who was also invited to participate. Given the delayed start to the 2020/21 municipal year it was considered prudent to plan scrutiny work for the next 18 months, taking things up to May 2022.

- 3.3 Those in attendance were asked to think about what topics scrutiny should focus on, considering whether anything important was missing from the existing plan / current thinking, and achieving a balance of scrutiny across all Cabinet portfolios.
- 3.4 A range of perspectives were considered, including:
- Review of last year's work plan
 - The Council's corporate priorities & strategic challenges (provided by the Corporate Management Team)
 - Suggestions from councillors and the public
- 3.5 Those present shared views about the work programme and their priorities for scrutiny. Taking into account feedback from the conference, the Committee considered what should be included in the work programme. This was guided by the overriding principles that:
- the work of scrutiny should be strategic and significant
 - focussed on issues of concern, and
 - represent a good use of scrutiny time and resources.
- 3.6 The Committee recognised the importance of aligning scrutiny work more closely to the corporate priorities, but retaining a balance so there is room to look at issues of community concern. The Committee also wanted to ensure that there was a good coverage of scrutiny activity across all cabinet portfolios.
- 3.7 A proposed work programme was discussed by the Committee in November 2020 i.e. the topics that should be examined through various Panels and Working Groups as well as a plan for future Committee meetings. The Committee recognised the need to prioritise scrutiny activities, aligned with available scrutiny time and resources, to sharpen focus on the quality of scrutiny and impact. Taking into account work already committed and feedback from the conference, the agreed work programme for 2020/22 is shown at **Appendix 1**. It also included topic suggestions that were more appropriate for referral to Performance Panels or to be picked up at Committee meetings.
- 3.8 Non-executive councillors who are not members of the committee were given the opportunity to participate in panels and other informal task and finish groups. New scrutiny topics, once agreed, were advertised to all non-executive councillors and expressions of interest sought. The membership of panels and working groups were then determined by the Committee.

4. Summary of Work Completed

- 4.1 The work of scrutiny has been carried out primarily in three ways – through the Committee itself and by establishing informal panels (for in-depth activities) or one-off working groups.

4.1.1 Formal Committee Meetings

4.1.2 The following key changes were agreed at the start of the municipal year:

- The Committee work plan moving away from routine monthly Cabinet Member Q & A sessions to a more targeted approach, creating space to pick up on specific issues of concern, and any gaps in the overall programme, for focussed discussion at Committee meetings. There was retention of a Q & A session with the Leader of the Council, with other Cabinet Members to be called on an 'as and when required' basis.
- Incorporating scrutiny of the Public Services Board into the work of the Committee, removing the need for a standalone Performance Panel to carry out this work
- To ensure the Committee incorporates into its work plan specific follow up on any recommendations made to cabinet members by Scrutiny Working Groups.

4.1.3 A report was provided to each meeting to enable the Committee to maintain an overview of agreed scrutiny activities (including the work undertaken by the informal Panels and Working Groups established), monitor progress, and coordinate work as necessary.

4.1.4 As well as developing and managing the overall work programme and keeping an oversight on all scrutiny activities, a range of service / policy issues have been discussed by the Committee. This has resulted in the Committee communicating findings, views and recommendations for improvement through chair's letters to Cabinet Members. A copy of this year's completed Committee work plan is attached as **Appendix 2**.

4.1.5 The work can be summarised as follows:

- **Cabinet Member Questioning Sessions**

A session with the Leader of the Council was held in January 2021. This enabled the Committee to hold the Leader to account and explore his work, looking at priorities, actions, achievements and impact. The Committee focussed on COVID-19, Brexit, the Council Budget, Partnership / Regional Working, and City Centre Regeneration.

- Specific Topics of Focus

- **COVID-19 Update on Response / Recovery Plan:** Monitoring and challenging Council action in relation to the COVID-19 response and recovery. There was continued discussion on the local impact of the pandemic, dealing with the immediate issues / challenges, as well as short, medium and long term planning, with

the Leader of the Council and members of the Corporate Management Team. The Committee has been focussing on progress with the Council's Recovery and Transformation Plan 'Swansea – Achieving Better Together'.

- **Public Services Board:** The Committee considered the PSB Annual Report 2019/20 and heard about the work, achievements, and performance of the PSB from Cllr. Andrea Lewis (newly-appointed Joint Chair of the PSB), Cllr. Clive Lloyd (former PSB Chair for the period of the annual report), Deputy Chief Fire Officer, Roger Thomas (PSB Vice-Chair), and Adam Hill (Swansea Council Deputy Chief Executive). This was an overview of progress made by the PSB, and the current situation.

- **Active Travel Consultation Process:** Following public request for scrutiny, with concerns about the implementation of active travel schemes and questions about the extent of public consultation carried out, the Committee discussed this matter with the Cabinet Member for Environment Enhancement & Infrastructure Management and with input from lead officers. The session was held to help understand what consultation processes the Council utilises and why; and whether, in light of experience, that could be improved, and any wider learning points for the future.

- **Children & Young People's Rights Scheme:** Since adoption and launch of the Scheme by Cabinet in 2014, the Committee has been reviewing progress each year, supported by the production of an annual report. This scrutiny ensures monitoring and challenge to work undertaken, compliance with the Council's duty to have due regard to the United Nations Convention on the Rights of the Child (UNCRC), the way the CYP Rights Scheme is being implemented and embedded across the Council, and assessing its impact on children and young people. The Committee was provided with a progress report reflecting on period September 2018 – March 2020, as well as a 'bridging' report looking back at last year and impact of the pandemic. This was discussed with the Cabinet Member for Children Services with input from lead officers.

- **Delivery of Homelessness Strategy:** The Committee considered progress with the implementation of the Homelessness Strategy 2018-22, since adoption by Cabinet in November 2018. Consideration of how the new Strategy has delivered improvement to services, advice and support, both in preventing homelessness and dealing with it where it exists; and what impact the pandemic has had. This was discussed with the Cabinet Member for Homes, Energy & Service Transformation with input from lead officers.

- **Crime & Disorder Scrutiny - Safer Swansea Community Safety Partnership:** The Committee is the authority's designated Crime & Disorder Scrutiny Committee. In discharging this role, the Committee is holding its annual session on 18 May focusing on the

performance of the Safer Swansea Partnership, looking at partnership priorities, activities, and impact. Lead representatives from both South Wales Police and the Council, who are involved in the joint-chairing arrangement for the Safer Swansea Partnership Steering Group, will attend to present information and take questions on the work of the Safer Swansea Partnership.

- Chair’s Letters - these are an established way for scrutiny, across all activities, to communicate findings, views and recommendations for improvement directly to Cabinet Members (and other decision-makers), reflecting discussion at meetings. Letters sent by the Committee, Inquiry Panels and Working Groups, and those by Performance Panels where action required from the Committee, and responses to letters were published within the Scrutiny Programme Committee agenda for discussion.

Response times are monitored and currently (as at 11 May) show that:

- the average response time is 23 days (against target of 21 days)
- of the 20 letters which required a Cabinet Member response 55% have been responded to within time.

- Pre-decision Scrutiny – Taking into account strategic impact, public interest, and financial implications, the Committee carries out pre-decision scrutiny, unless delegated to relevant Panels. Two cabinet reports were subject to pre-decision scrutiny:

Report	Cabinet Member	Cabinet Meeting	Undertaken by
Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy	Delivery & Operations Investment, Regeneration & Tourism	21 Jan 2021	Committee
Annual Budget	Economy & Strategy (Leader)	18 Feb 2021	Service Improvement & Finance Panel (with contribution from other Panels)

At the time of writing a third cabinet report is to be examined, by the Service Improvement & Finance Panel:
 Development of 71/72 The Kingsway & 69/70 The Kingsway – Business Case (FPR7) – Cabinet Meeting 20 May

- Call-in of Cabinet decisions – None
- Referrals from Council (or other bodies) – None

Other Reports discussed:

- Scrutiny Annual Report for 2019/20 (reported to Council 2 Mar 2021)

- Scrutiny Performance Panel conveners provided progress reports on the work and impact of their Panels

4.1.6 Looking ahead to future Committee meetings, a **DRAFT** Committee work plan is attached for Committee agreement, based on previously identified topics – see **Appendix 3**.

4.2.1 Informal Scrutiny Panels and Working Groups

4.2.2 A number of Scrutiny Panels were established to carry out in-depth inquiries or undertake in-depth monitoring of particular services.

4.2.3 The following key changes were agreed at the start of the municipal year:

- Changing the frequency of the Adult Services & Child & Family Services Performance Panels, aligning them both to a 6-weekly cycle, reflecting their equal importance.
- Increasing the frequency of the Natural Environment Performance Panel from quarterly to every two months, reflecting the growing seriousness of issues around biodiversity and climate change and their importance.
- Removing the Public Services Board Performance Panel – this work now carried out by the Committee.

a) Inquiry Panels: to undertake discrete in-depth inquiries into specific and significant areas of concern on a task and finish basis. These would be significant topics where scrutiny can make a real difference. Inquiry panels are expected to take no longer than six months to complete and would produce a final report at the end of the inquiry with conclusions and recommendations for Cabinet (and other decision-makers), informed by the evidence gathered.

The following Inquiry Panel, carried over from 2019/20, was going to be resumed during the last year but has been delayed due to the pandemic and its impact on resources.

Inquiry	Status
<p>Procurement (convener: Cllr Chris Holley): What is the Council doing to ensure it procures locally, ethically, and greenly while being cost effective and transparent in its practices?</p>	<p>Pre-inquiry planning meeting originally held 24 Oct 2019 to agree focus of inquiry. Meeting planned for 24 Jun 2021 to review the key question and terms of reference, and agree evidence gathering.</p>

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

following previous scrutiny inquiries were followed up during the year:

Inquiry	Monitoring Status
Equalities (convener: Cllr Lyndon Jones)	Follow up meeting held 28 Jan 2021. Further follow up tba Nov 2021

- b) **Performance Panels:** to provide in-depth monitoring and challenge for clearly defined service areas. Performance Panels are expected to have on-going correspondence with relevant cabinet members in order to share views and recommendations, arising from monitoring activities, about services. Performance Panel conveners provide a regular update to the Committee to enable discussion on key activities and impact.

Performance Panel	Convener*
Service Improvement & Finance (monthly)	Cllr Chris Holley
Education (monthly)	Cllr Lyndon Jones
Adult Services (6-weekly)	Cllr Susan Jones
Child & Family Services (6-weekly)	Cllr Paxton Hood-Williams
Development & Regeneration (every two months)	Cllr Jeff Jones
Natural Environment (every two months)	Cllr Peter Jones

* Performance Panels were asked to confirm their convener for the municipal year

Unless the Committee makes changes, it is assumed that the all Performance Panels will continue as already agreed.

- 4.2.4 **Working Groups** - Although the majority of scrutiny work would be carried out through the Committee and Panels, the Committee can also establish informal Working Groups of councillors. This has supported flexible working where it is considered that a matter should be carried out outside of the Committee but does not necessitate the establishment of a Panel. This method of working is intended to be light-touch – effectively a one-off focused meeting to consider a specific report or information, resulting in a letter (or report) to the relevant Cabinet Member(s) with views and recommendations.

4 one-off Working Groups were included in the work programme.

2 Working Group meetings took place during the last year to look at:

- **Workforce** (convener: Cllr Cyril Anderson) – March 2021
- **Digital Inclusion** (convener: Cllr Lesley Walton) – May 2021

The other 2 Working Groups are being planned for:

- **Bus Services** (convener: Cllr Lyndon Jones) – meeting planned for July 2021
- **Healthy City** (convener: Cllr Mary Jones)

If time and resources allow during the next municipal year, additional Working Groups could be arranged, with reference to the identified reserve list of topics.

4.2.5 Scrutiny of Regional Bodies:

Education through Regional Working (ERW):

Swansea scrutiny is involved in an informal regional scrutiny arrangement with the four (formerly six) councils participating in the 'Education Through Regional Working' (ERW) school improvement consortium. A Scrutiny Councillor Group has been meeting bi-annually since 2016 in order to provide challenge to ERW, coordinate scrutiny work across the region and ensure a consistent approach. Meeting frequency was recently increased to quarterly. Swansea is represented by the chair of the Scrutiny Programme Committee and convener of the Education Performance Panel. Chairing is rotated each meeting between the councils. Remote Meetings took place in November 2020 (chaired by Carmarthenshire Council), and March 2021 (chaired by Swansea Council). The Swansea Scrutiny Team is providing the support for this group as the Council's contribution to ERW.

The Committee will be aware of changes afoot with regional school improvement arrangements. The Councillor Group will be contributing its views about future scrutiny arrangements that will be necessary to scrutinise the new regional body, whether through an informal or formal mechanism. The next meeting is planned for 28 June 2021.

Swansea Bay City Region City Deal:

The Swansea Bay City Region Joint Scrutiny Committee, approved by Council in July 2018, involves three councillor representatives from each of the four Councils involved in the City Deal, meeting to scrutinise the work of the Joint Committee responsible for delivering the City Deal Programme. Swansea's Councillor Representatives are: Jan Curtice, Phil Downing & Jeff Jones. Although originally scheduled to meet quarterly meetings, additional meetings are being arranged as required. Remote Meetings took place in October 2020 and February 2021. As per Joint Agreement, the Scrutiny Committee is serviced by Neath Port Talbot Council. The next meeting is planned for 25 May 2021.

- 4.2.6 **Appendix 4a** provides a timetable of all scrutiny activities carried out in 2020/21. Lead councillors and officers are also noted within.

- 4.2.7 **Appendix 4b** provides a snapshot of progress with all of the informal Panels and Working Groups established by the Committee and their current position.
- 4.2.8 Although a work programme has been agreed, with activities identified to take things up to the end of the current Council term (May 2022), the Committee can keep priorities under constant review and make changes accordingly as and when required. The Committee will always retain the flexibility to adapt and re-prioritise the work of scrutiny, to ensure the continued relevance of the programme. Whilst the pandemic continues and may affect resources and normal working across the Council this may have an impact on scrutiny activity and delivery of the work programme. Being proportionate and flexible will be important as we work through the programme.
- 4.2.9 Pre-decision scrutiny – the Committee is invited to consider the available information on future cabinet business and any opportunities for pre-decision scrutiny, taking into account strategic impact, public interest, and financial implications (see Cabinet Forward Plan attached as **Appendix 5**). Any requests will require discussion with relevant Cabinet Member(s) to confirm timescales and window of opportunity for scrutiny involvement. Pre-decision scrutiny enables scrutiny to develop understanding about, and ask questions on, proposed cabinet reports to provide ‘critical friend’ challenge and influence decision-making. This will be carried out by the Committee unless delegated to relevant Panels as appropriate. This work will need to be scheduled into respective work plans.
- 4.2.10 Although much of the work of scrutiny is carried out by informal Panels and Working Groups these meetings are accessible to the public. Agendas, reports and letters relating to all such scrutiny activities are published, in the same manner as the Committee, on the Council’s modern.gov online platform:
<https://democracy.swansea.gov.uk/ieDocHome.aspx?bcr=1&LLL=0>

5. **Public Requests for Scrutiny / Public Engagement**

- 5.1 In accordance with the Local Government (Wales) Measure 2011 the Scrutiny Programme Committee has a protocol to deal with requests for scrutiny from individual councillors (who are not members of the committee) and/or members of the public.
- 5.2 Also, councillor calls for action (CCfA) specifically enable councillors to refer issues of local importance to an overview and scrutiny committee, however as a means of “last resort” in a broad sense, with issues being raised at a scrutiny committee after other avenues have been explored.

5.3 In accordance with these protocols, the chair of the Scrutiny Programme Committee is required to consider any requests received and bring about a proposal about how to deal with these to the committee for consideration.

5.4 Summary of activity over the year, to date:

- One public / councillor request for scrutiny was received relating to Active Travel Consultation Process and was dealt with by the Committee.
- On two out of six occasions, questions were submitted by members of the public to the Committee, as part of Public Question Time, with some of these people speaking at the meeting.
- As video of remote Committee meetings are published on-line we can see on average meetings are generating around 40-50 views.
- 66% of Committee meeting agendas included some form of public input (this includes questions being asked during Public Question Time at two meetings)
- 33% of Committee meetings generated media coverage (this related to the discussion within meetings on the transfer of land on Swansea seafront for a new skate park, and Active Travel)

6. The Scrutiny Experience

6.1 At the conclusion of the year's work it is good practice to reflect on achievements and issues that have arisen. Committee members are encouraged to share their views on how their experience has been (positive and negative), and whether there are aspects of practice / process that could be improved.

6.2 The following questions may be worth considering:

- What has worked particularly well?
- What has not worked so well?
- Has scrutiny focused on the right things?
- What could be improved about the Committee?
- What would help you develop as a scrutineer?

6.3 A range of relevant statistics about scrutiny activity, covering the last year, are attached as **Appendix 6** to help the Committee consider, to some degree, the performance of scrutiny. For example, councillor attendance at the Committee (not including co-optees) is 90% (up from 74% during 2019/20), across seven meetings held to date this year.

6.4 Committee members are encouraged to reflect on the work of the Committee and work programme, and identify any improvement and development issues. Based on self-evaluation and reflection, the Committee can consider whether, and what, action should be taken to improve scrutiny.

6.5 Committee members will be aware that a number of scrutiny improvement objectives and action plan were agreed by the Committee in January 2019. This included actions to address the three proposals for improvement made by the Wales Audit Office following its review of the Council's scrutiny arrangements in 2018. The Committee has regularly reviewed and considered progress against the action plan, last in September 2020. The review of the current improvement plan showed only a small number of outstanding actions:

- Development and delivery of a scrutiny training and development programme (as suggested by Wales Audit Office) – this will be arranged post-May 2022 for the new Council.
- Developing a method of direct post-meeting evaluation from those attending scrutiny meetings (Cabinet Members, officers, external persons etc.) that will help strengthen our evaluation of the impact and outcomes scrutiny activity – this will be developed in the next few months.
- Developing a specific Facebook page for scrutiny that should improve visibility of the work of scrutiny and sharing of stories, and active public engagement – this will be progressed during the next year.

7. Scrutiny Annual Report

7.1 The key achievements from the scrutiny work carried out over the past year and its impact will be featured in the Scrutiny Annual Report which will be published in the next few months.

8. Financial Implications

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

9. Legal Implications

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

Background papers: None

Appendices:

Appendix 1: The Agreed Work Programme 2020/22

Appendix 2: Scrutiny Programme Committee - Completed Work Plan 2020/21

Appendix 3: Scrutiny Programme Committee - DRAFT Work Plan 2021/22

Appendix 4a: Work Programme 2020/21 – Timetable of Activity

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

Appendix 5: Cabinet Forward Plan

Appendix 6: Scrutiny Performance Data

Appendix 1 – Agreed Scrutiny Work Programme 2020/22

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

Appendix 1 – Agreed Scrutiny Work Programme 2020/22

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

Scrutiny Programme Committee 2020/21 – Completed Work Plan

ACTIVITY	17 November 2020	15 December 2020	19 January 2021	16 February 2021	16 March 2021	13 April 2021
Scrutiny Work Programme	Draft Work Programme for Agreement					
Cabinet Member Q & A Sessions			Leader / Cabinet Member for Economy, Finance & Strategy (incl. discussion on COVID, Budget, Brexit, Partnership Working)			
Specific Cabinet Member / Officer Reports	COVID-19 Update on Response / Recovery Plan	Public Services Board Annual Report		Active Travel Consultation Process	<ul style="list-style-type: none"> COVID-19 Update / Recovery Plan Children & Young People's Rights Scheme Annual Progress Report 	Scrutiny of Homelessness Strategy
Scrutiny Performance Panel Progress Reports		Education		Service Improvement & Finance	Joint Social Services	Development & Regeneration
Pre-decision Scrutiny			Proposed Lease to Mumbles Community Council under the Community Asset Transfer Policy			
Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recommendations						
Scrutiny Reports to Council				Draft Scrutiny Annual Report 2019/20		

ACTIVITY	18 May 2021					
Scrutiny Work Programme	Work Programme Review					
Cabinet Member Q & A Sessions						
Specific Cabinet Member / Officer Reports	Crime & Disorder Scrutiny - Safer Swansea Community Safety Partnership					
Scrutiny Performance Panel Progress Reports	Natural Environment					
Pre-decision Scrutiny						
Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recommendations						
Scrutiny Reports to Council						

* denotes extra meeting

Scrutiny Programme Committee – DRAFT Work Plan 2021/22

ACTIVITY	15 Jun 2021	20 Jul 2021	17 Aug 2021	21 Sep 2021	19 Oct 2021	16 Nov 2021
Scrutiny Work Programme						
Cabinet Member Question & Answer Sessions						
Specific Cabinet Member / Officer Reports Page 74	Scrutiny of Public Services Board	<ul style="list-style-type: none"> • Business and City Promotion • Highways & Engineering, Infrastructure Repairs and Maintenance 	Tourism, Destination Management, and Marketing (incl. Working Group follow up)	<ul style="list-style-type: none"> • COVID / Recovery & Transformation Plan Progress Update • Energy Policy (incl. Generation, Supply & District Heating) 	<ul style="list-style-type: none"> • Annual Corporate Safeguarding Report • Litter and Community Cleansing 	Delivery of Corporate Priority – Tackling Poverty
Scrutiny Performance Panel Progress Reports		Education	Service Improvement & Finance	Adult Services	Child & Family Services	Development & Regeneration
Pre-decision Scrutiny						
Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recs.						
Scrutiny Reports to Council	Scrutiny Dispatches Impact Report		Draft Scrutiny Annual Report 2020/21	Scrutiny Dispatches Impact Report		

ACTIVITY	14 Dec 2021	18 Jan 2022	15 Feb 2022	15 Mar 2022	19 Apr 2022 (to be cancelled)	
Scrutiny Work Programme				Work Programme Review		
Cabinet Member Question & Answer Sessions		Leader / Economy, Finance & Strategy (including focus on Brexit effects / response)				
Specific Cabinet Member / Officer Reports Page 75	<ul style="list-style-type: none"> Public Services Board Annual Report Parking Policy, Control & Enforcement 		<ul style="list-style-type: none"> COVID / Recovery & Transformation Plan Progress Update Crime & Disorder Scrutiny - Safer Swansea Community Safety Partnership 	Children & Young People's Rights Scheme Annual Progress Report		
Scrutiny Performance Panel Progress Reports	Natural Environment	Education	Service Improvement & Finance			
Pre-decision Scrutiny						
Final Scrutiny Inquiry Reports / Follow Up on Scrutiny Recs.						
Scrutiny Reports to Council	Scrutiny Dispatches Impact Report			Scrutiny Dispatches Impact Report		

* denotes extra meeting

To be scheduled:

- Governance and Audit Committee / Scrutiny Relationship – Chair of Governance and Audit Committee to attend annually (discussion to ensure: mutual awareness and understanding of the work of Scrutiny and Governance and Audit Committee; respective work plans are coordinated, avoiding duplication / gaps; and referral of issues, if necessary)
- Pre-decision Scrutiny of Cabinet Report - Business Case for Relocation of Civic Centre
- Procurement Scrutiny Inquiry – Final Report
- Follow Up on Completed Working Group recommendations

Work Plan remains flexible and subject to change to accommodate requests for pre-decision scrutiny and any urgent issues arising during the year to ensure each meeting is manageable.

Appendix 4a

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
	New municipal year											
PERFORMANCE PANELS:												
Service Improvement & Finance (monthly) Lead Scrutiny Councillor: Chris Holley Lead Scrutiny Officer: Michelle Roberts / Emily Davies Lead Cabinet Member: Rob Stewart / Andrew Stevens Lead CMT: Adam Hill / Ben Smith Lead Head of Service: cross-cutting		9	14	20	17	8	12	10 17*	23	20	24	14
Education (monthly) Lead Scrutiny Councillor: Lyndon Jones Lead Scrutiny Officer: Michelle Roberts Lead Cabinet Member: Jennifer Raynor Lead CMT: Helen Morgan-Rees Lead Head of Service: cross-cutting	22	19	17	21	16	18	22	13	24	15		1 30
Adult Services (every 6 weeks) Lead Scrutiny Councillor: Sue Jones Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Clive Lloyd Lead CMT: Dave Howes Lead Head of Service: Amy Hawkins / Helen St John	20		16 Joint with CFS	26 Joint with CFS	15 Joint with CFS	9	20		2	14		8
Child & Family Services (every 6 weeks) Lead Scrutiny Councillor: Paxton Hood-Williams Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Elliot King Lead CMT: Dave Howes Lead Head of Service: Julie Davies	28		16 Joint with Adult	26 Joint with Adult	15 Joint with Adult	24		25	22		11	22

Appendix 4a

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
	New municipal year											
Development & Regeneration (every 2 months) Lead Scrutiny Councillor: Jeff Jones Lead Scrutiny Officer: Liz Jordan / Emily Davies Lead Cabinet Member: Rob Stewart / Robert Francis-Davies Lead CMT: Martin Nicholls Lead Head of Service: Phil Holmes		3		12 25*		2				1		7
Natural Environment (every 2 months) Lead Scrutiny Councillor: Peter Jones Lead Scrutiny Officer: Brij Madahar / Emily Davies Lead Cabinet Member: David Hopkins Lead CMT: Martin Nicholls Lead Head of Service: cross-cutting						22		19	29		31	
WORKING GROUPS:												
Topic 1 - Workforce Lead Scrutiny Councillor: Cyril Anderson Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: David Hopkins / Clive Lloyd / Andrew Stevens Lead CMT: Adam Hill Lead Head of Service: Sarah Lackenby						29						
Topic 2 – Digital Inclusion Lead Scrutiny Councillor: Lesley Walton Lead Scrutiny Officer: Michelle Roberts Lead Cabinet Member: Andrew Stevens Lead CMT: Adam Hill Lead Head of Service: Sarah Lackenby								11				

Activity / Month	OCT 2020	NOV	DEC	JAN 2021	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
	New municipal year											
Topic 3 – Bus Services Lead Scrutiny Councillor: Lyndon Jones Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Mark Thomas Lead CMT: Martin Nicholls Lead Head of Service: Stuart Davies										7		
Topic 4 – Healthy City Lead Scrutiny Councillor: Mary Jones Lead Scrutiny Officer: Liz Jordan Lead Cabinet Member: Clive Lloyd / Robert Francis-Davies Lead CMT: Martin Nicholls? Dave Howes? Lead Head of Service: Tracey McNulty												
REGIONAL SCRUTINY:												
ERW - Education through Regional Working (quarterly) Lead Scrutiny Councillors: Lyndon Jones / Peter Black Lead Scrutiny Officer: Michelle Roberts Lead ERW: Ian Altman / Greg Morgan /Gareth Morgans Lead Cabinet Member: Jennifer Raynor Lead CMT: Helen Morgan-Rees Lead Head of Service: Regional Lead: Phil Roberts (Lead Director for ERW)		26				1			28			

Appendix 4a

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

* denotes extra meeting

Information correct as of 12/05/21 08:31

Progress Report – Current Scrutiny Panels and Working Groups

1. Inquiry Panels:

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

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

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

Progress Bar:

Planning				Evidence Gathering				Draft Final Report			

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

The Inquiry Panel will now resume and, given the passage of time and impact of the pandemic, will initially meet to review the key question and terms of reference and amend as necessary. A meeting on 24 June is planned.

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

2. Follow Up on Completed Inquiries:

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

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

3. Performance Panels:

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

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

The Panel meets every month. The Panel met on 12 April to discuss the Annual Corporate Complaints Report 2019/20. The Panel is next due to meet on 10 May to receive an update on meeting the Welsh Housing Quality Standard. An annual review of items covered in the Work Plan 2020-21 will also be discussed at this meeting.

An additional meeting is also scheduled for 17 May to undertake pre-decision scrutiny of cabinet report on the Contract Award Report and Business Case (FPR7) - 71 and 72 The Kingsway. Members of the Development and Regeneration Scrutiny Performance Panel will also be invited to attend this meeting.

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

This Panel meets every month. The Panel in April received updates on three key issues effecting education currently, Additional Learning Needs Reform, implementation of the New Curriculum and regional scrutiny. In May, the Panel will discuss updates on progress with the improvements to Education Other Than At School Services (EOTAS) and also the 21st Century Schools Programme.

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

This Panel meets every 6 weeks. At its meeting on 20 April the Panel discussed the Performance Monitoring Report for February 2021 and received an update on How Council's Policy Commitments translate to Adult Services. When it meets on 2 June, the Panel will receive an update on Adult Services Transformation Programme; a briefing on Annual Review of Charges (Social Services) 2020/21 and discuss Council actions following the WAO report 'The Front door to Adult Social Care', specifically on the recommendation concerning the impact of preventative services.

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

This Panel meets every 6 weeks. The Panel last met on 24 March and discussed the Wales Audit Office Report on Tackling Violence Against Women, Domestic Abuse and Sexual Violence; the Performance Monitoring Report for January 2021 and the Safeguarding Quality Unit Annual Report. The Panel will meet next on 25 May when it will receive a briefing on the Youth Offending Service and an update on progress with CAMHS from a representative of the Health Board.

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

This Panel meets every two months. The Panel last met on 2 March when Members received a presentation from The Ambassador Theatre Group. The Panel will have the opportunity to attend a pre-decision scrutiny meeting, as outlined above, on 17 May. The next scheduled Panel meeting is 1 July.

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

This Panel is scheduled to meet every two months, although there has been some disruption to this schedule due to pressures on Council resources dealing with the pandemic. A progress report appears separately under Agenda Item 7.

4. **Regional Scrutiny:**

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

a) **Education Through Regional Working**

The Scrutiny Councillor Group met remotely on 1 March 2021. They met with the Lead Director and the ERW Chief Officers to discuss the effects of Covid on the business of ERW and progress with ERW reform programme. They also discussed the items presented at the ERW Joint Committee on the 9 February. The next meeting will take place on 28 June 2021.

b) **Swansea Bay City Region City**

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

5. **Working Groups:**

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

a) **Workforce** (convener: Cllr Cyril Anderson)

This Working Group met on 29 March 2021 and asked about the impact of the pandemic on the health and wellbeing of staff; how the

Council is supporting this; issues around home working; staff sickness; staff turnover; use of agency staff and pressures. A range of information was considered by the Working Group, with input from relevant Cabinet Member(s) and officer(s). A letter with the Working Group's conclusions and recommendations has been sent to the relevant Cabinet Members. The Working Group were of the view that a further meeting should be arranged in around six months in order to revisit the topic and consider the latest position, information and experience including the results of the further staff survey that will be carried out by the Council in the coming months.

b) **Digital Inclusion** (convener: Cllr Lesley Walton)

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

c) **Bus Services** (convener: Cllr Lyndon Jones)

This Working Group will meet on 7 July. This will enable information, questions and discussion about bus network coverage and levels of service; community transport provision; integration with other forms of transport, etc.

d) **Healthy City** (convener: Cllr Mary Jones)

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

Reserve List:

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

Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Welsh Government Children & Communities Grant Delivery Plan 21/22.	This report details the delivery and spend plan for Children & Communities Grant 21/22 outlining how services are commissioned to ensure service provision is sustainable, creates efficiencies and improves outcomes for people that use services.	Jane Whitmore	Cabinet Members - Supporting Communities	Cabinet	20 May 2021	Open
Welsh Government Housing Support Grant Delivery Plan 21/22.	This report details the delivery and spend plan for Housing Support Grant 21/22 outlining how services are commissioned to ensure service provision is sustainable, creates efficiencies and improves outcomes for people that use services.	Peter Field	Cabinet Member - Adult Social Care & Community Health Services, Cabinet Member - Homes, Energy & Service Transformation (Deputy Leader)	Cabinet	20 May 2021	Open
Copr Bay St. David's Temporary Public Realm.	This report is to agree the temporality and associated conditions of the interim public realm, including the parklet, which will be installed in the St. David's area as part of the Copr Bay programme.	Emma Dakin	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	20 May 2021	Open

Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Financial Procedural Rule 7 - Highway Refurbishment Grant 2021-22.	To confirm the Capital work programme for the Welsh Government Highways Refurbishment Grant	Bob Fenwick	Cabinet Member - Environment Enhancement & Infrastructure Management	Cabinet	20 May 2021	Open
Capital Programme Authorisation for the Cefn Hengoed Community Hub Project.	The report will update on the; <ul style="list-style-type: none"> • Progress of the project, • Revised timescales, • Current cost plan, and • Updated and approved application for funding to Welsh Government in respect of community learning centres / community hubs capital grant programme, and updated funding strategy. 	Jamie Rewbridge, Louise Herbert-Evans	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	20 May 2021	Open
Progress Report on South West Wales Corporate Joint Committee.	The report updates Cabinet as to discussions taking place on the governance arrangements relating to the SWW CJC between all 4 constituent authorities and to seek delegated authority for officers to enter into further discussions to develop a regional model.	Phil Roberts	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	20 May 2021	Open

Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Swansea Economic Recovery Action Plan 2021 to 2023.	To provide a detailed update on the Swansea Economic Recovery Action Plan and outline the areas where the council is providing financial support and resources aid its recovery objectives as the City moves recovers from the impact of the Covid Pandemic.	Martin Nicholls	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	20 May 2021	Open
71 and 72 The Kingsway – Contract Award Report and Business Case (FPR7).	The report sets out the commercial business case and recommendations for contract award	Gareth Hughes	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	20 May 2021	Fully exempt

Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Baldwin's Bridge, Fabian Way Highway Interchange Scheme - Acquisition of Land and Building.	The report seeks approval of the provisionally agreed terms for acquisition of the Four Counties property on Fabian way. The property is acquired on the instruction of the Highways client, and is required as part of the site assembly for the Baldwin's bridge highway interchange scheme, Fabian Way.	David Turner	Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	20 May 2021	Fully exempt
Proposed Sale of Surplus Education Land at Olchfa School.	The land has been marketed and tenders received. Bids have been analysed and a preferred bidder has now been identified and authority to sell is requested.	Richard John	Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	20 May 2021	Fully exempt

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Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Contract Award Report – Advertising Bus Shelters.	The current agreement with the incumbent provider for advertising bus shelters terminates in Summer 2021. Tenders have therefore been invited for a new supplier. The contract includes the provision of 112 new shelters plus maintenance of these and 85 shelters in Council ownership.	Cath Swain	Cabinet Member - Environment Enhancement & Infrastructure Management	Cabinet	17 Jun 2021	Open
Property Services Asset Management Plan 2021-25.	The Asset Management Plan sets out a very broad framework of high level asset management initiatives, alongside the following separate documents Highways Asset Management Plan (incorporating highway infrastructure) and 2020 HRA Business Plan (incorporating housing revenue account assets), which together allow for a corporate approach to asset management.	Geoff Bacon	Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	17 Jun 2021	Open

Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Leisure Partnerships Financial Support.	To seek Cabinet approval for the levels of financial support needed for the period April 21 to March 22 for our leisure partnerships (Freedom Leisure, Parkwood, Wales National Pool and JR Events) due to losses and a financial recovery plan related to the Covid-19 pandemic.	Jamie Rewbridge	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	17 Jun 2021	Open
Framework Agreement For Painting & Decorating Works (Supply & Fit) Lot 1 - Capital & Lot 2 – Maintenance.	The Framework will cover painting contracts on Swansea Councils existing Council properties and the new build houses. Lot 1 – Capital, will cover projects or planned refurbishments, these will be higher in value. Lot 2 – Maintenance, will cover the day-to-day requirements which the Council has, these will be lower in value.	Lisa Evans	Cabinet Member - Homes, Energy & Service Transformation (Deputy Leader)	Cabinet	17 Jun 2021	Open

Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Supporting Education Recovery.	Report of the Education and Skills Policy Development Committee.	Helen Morgan-Rees	Cabinet Member - Education Improvement, Learning & Skills, Robert Smith	Cabinet	17 Jun 2021	Open
FPR7 Report - Hafod Copperworks Powerhouse Redevelopment Project Update Report.	To comply with Financial Procedure Rule No.7 (Capital Programming and Appraisals) - to commit and authorise the addition of schemes to the Capital Programme.	Richard Horlock	Cabinet Member - Business Improvement & Performance, Cabinet Member - Investment, Regeneration & Tourism	Cabinet	17 Jun 2021	Fully exempt
Leasehold Sale of Land (Tennis Courts) at Langland Bay.	The land has been advertised on the open market and tenders received. Bids have been analysed and a preferred bidder has now been identified and authority to enter into a lease is requested.	Lewis Hinds	Cabinet Member - Investment, Regeneration & Tourism, Cabinet Member - Delivery & Operations (Deputy Leader)	Cabinet	17 Jun 2021	Fully exempt

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Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Disposal of Land at Swansea Vale, Llansamlet, Swansea.	To obtain approval for the disposal of land at Swansea Vale to facilitate the development of a new car showroom to serve Swansea and West Wales and to safeguard the employment of the existing staff and to create new employment opportunities.	Adrian Denning	Cabinet Member - Investment, Regeneration & Tourism	Cabinet	17 Jun 2021	Fully exempt
Revenue Outturn and Savings Tracker 2020/21.	To report on revenue outturn for 2020/21, including the delivery of budget savings.	Paul Cridland, Ben Smith	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	15 Jul 2021	Open
Revenue Outturn 2020/21 – Housing Revenue Account (HRA).	To report on revenue outturn for 2020/21, compared to budget for the HRA.	Aimee Dyer, Ben Smith	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	15 Jul 2021	Open
Capital Outturn and Financing 2020/21.	To report on capital outturn and financing for 2020/21.	Jayne James, Ben Smith	Cabinet Member - Economy, Finance and Strategy (Leader)	Cabinet	15 Jul 2021	Open

Appendix 5 – Cabinet Forward Plan 2021 – 2022

Report Title	Report Summary	Report Author	Portfolio	Decision to be taken by	Date of Expected Decision	Exempt Details
Annual Performance Monitoring Report 2020/21.	To report the performance indicator results and summarise the Council's performance meeting its priorities for the financial year 2020/21.	Richard Rowlands	Cabinet Member - Business Improvement & Performance	Cabinet	15 Jul 2021	Open

Agenda Item 10



Report of the Chair

Scrutiny Programme Committee – 18 May 2021

Scrutiny Letters

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

1. Introduction

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

2. Reporting of Letters

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

3. Letters Log

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

	Activity	Meeting Date	Correspondence
a	Committee – Active Travel Consultation Process	16 Feb	Letter to / from Cabinet Member for Environment & Infrastructure Management
b	Committee – Children & Young People’s Rights Scheme	16 Mar	Letter to / from Cabinet Member for Children Services
c	Committee – Homelessness Strategy	13 Apr	Letter to Cabinet Member for Homes, Energy & Service Transformation

4. Legal Implications

4.1 There are no legal implications.

5. Financial Implications

5.1 There are no financial implications.

Background Papers: None

Appendices:

Appendix 1: Scrutiny Letters Log

Appendix 2: Correspondence between Scrutiny and Cabinet Members

Appendix 1

Scrutiny Letters Log (2020-2021)

Ave. Response Time (days): 23 (target within 21 days) % responses within target: 55

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

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

14	Service Improvement & Finance Performance Panel	09-Nov	Recycling and Landfill Annual Performance Monitoring Report 2019/20	Environment Enhancement & Infrastructure Management	25-Nov	n/a	n/a
15	Committee	17-Nov	COVID-19 response & recovery	Economy, Finance & Strategy (Leader)	03-Dec	n/a	n/a
16	ERW Scrutiny Councillor Group	26-Nov	ERW and Covid Recovery and the ERW into the future	ERW Joint Committee	17-Dec	15-Feb	n/a
17	Education Performance Panel	19-Nov	Waun Wen Primary School and Elective Home Education	Education Improvement, Learning & Skills	09-Dec	n/a	n/a
18	Committee	15-Dec	PSB Annual Report	Chair of Public Services Board	08-Jan	n/a	n/a
19	Service Improvement & Finance Performance Panel	14-Dec	Equality Plan Review 2019/20	Better Communities	11-Jan	01-Feb	21
19	Joint Social Services Performance Panel	16-Dec	Update on Management of Covid-19	Adult Social Care & Community Health Services	11-Jan	n/a	n/a
20	Education Performance Panel	17-Dec	Swansea Skills Partnership and Covid update	Education Improvement, Learning & Skills	12-Jan	03-Feb	22
21	Committee	19-Jan	Pre-decision Scrutiny: Community Asset Transfer to Mumbles Community Council (skatepark)	Joint Delivery & Operations and Investment, Regeneration & Tourism	20-Jan	n/a	n/a

22	Committee	19-Jan	Cabinet Member Q & A Session	Economy, Finance & Strategy (Leader)	01-Feb	n/a	n/a
23	Education Performance Panel	21-Jan	Update on Covid Recovery Plan in Education	Education Improvement, Learning & Skills	02-Feb	26-Feb	24
24	Development & Regeneration Performance Panel	12-Jan	Dashboard Report	Economy, Finance & Strategy (Leader)	02-Feb	26-Feb	24
25	Development & Regeneration Performance Panel	12-Jan	Commercial Opportunities in Rural Areas	Investment, Regeneration & Tourism	02-Feb	23-Feb	21
26	Service Improvement & Finance Performance Panel	20-Jan	Budget proposals / Q2 Budget Monitoring Report	Economy, Finance & Strategy (Leader)	08-Feb	n/a	n/a
27	Service Improvement & Finance Performance Panel	20-Jan	Q1 Performance Monitoring Report	Business Improvement & Performance	08-Feb	24-Feb	16
28	Equalities Inquiry Panel	28-Jan	Impact/follow up on recommendations agreed	Better Communities	08-Feb	n/a	n/a
29	Joint Social Services Performance Panel	26-Jan	Performance Monitoring and update on management of Covid-19	Adult Social Care & Community Health Services	15-Feb	n/a	n/a
30	Service Improvement & Finance Performance Panel	17-Feb	Annual Budget Proposals	Economy, Finance & Strategy (Leader)	17-Feb	20-Apr	62
31	Committee	16-Feb	Active Travel Consultation Process	Environment Enhancement & Infrastructure Management	08-Mar	26-Mar	18

32	Development & Regeneration Performance Panel	02-Mar	Project Update Report	Economy, Finance & Strategy (Leader)	23-Mar	22/4/21	30
33	Development & Regeneration Performance Panel	02-Mar	Discussion with ATG regarding Arena	Investment, Regeneration & Tourism	23-Mar	n/a	n/a
34	Service Improvement & Finance Performance Panel	08-Mar	Q3 Budget Monitoring report 2020-21, the Mid-Year Budget Statement 2020-21 and the Treasury Management Strategy Statement.	Economy, Finance & Strategy (Leader)	23-Mar	20-Apr	28
35	Joint Social Services Performance Panel	15-Feb	Draft Annual Budget and update on management of Covid 19 pandemic	Adult Social Care & Community Health Services	03-Mar	n/a	n/a
36	ERW Scrutiny Councillor Group	01-Mar	ERW and Covid Recovery and the new regional body	ERW Joint Committee	23-Mar	yes	n/a
37	Committee	16-Mar	COVID-19 Response and Progress with Recovery & Transformation Plan	Economy, Finance & Strategy (Leader)	06-Apr	n/a	n/a
38	Education Performance Panel	18-Mar	Covid Recovery in Education, Pupil Development Grant and Regional Education Service	Education Improvement, Learning & Skills	07-Apr	n/a	n/a
39	Adult Services Performance Panel	09-Mar	Update on West Glamorgan Transformation Programme	Adult Social Care & Community Health Services	07-Apr	28-Apr	21
40	Child & Family Services Performance Panel	24-Mar	Performance Monitoring and Safeguarding Quality Unit Annual Report	Children Services - Early Years	15-Apr	n/a	n/a

41	Child & Family Services Performance Panel	24-Mar	WAO Report Tackling Violence Against Women, Domestic Abuse and Sexual Violence	Supporting Communities	15-Apr	26-Apr	11
42	Development & Regeneration Performance Panel	25-Jan	Arena Contract	Investment, Regeneration & Tourism	19-Apr		
43	Committee	16-Mar	Children & Young People's Rights Scheme	Children Services	22-Apr	11-May	19
44	Natural Environment Performance Panel	22-Mar	Nature Conservation	Delivery & Operations	26-Apr	n/a	n/a
45	Working Group	29-Mar	Workforce	Delivery & Operations	04-May		
46	Committee	13-Apr	Homelessness Strategy Progress	Homes, Energy & Service Transformation	05-May	n/a	n/a
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**To/
Councillor Mark Thomas
Cabinet Member for Environment
Enhancement & Infrastructure
Management**

BY EMAIL

cc: Cabinet Members

*Please ask for:
Gofynnwch am:*

*Direct Line:
Linell Uniongyrochol:*

*e-Mail
e-Bost:*

*Our Ref
Ein Cyf:*

*Your Ref
Eich Cyf:*

*Date
Dyddiad:*

Scrutiny

01792 637257

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SPC/2020-21/5

08 March 2021

Summary: This is a letter from the Scrutiny Programme Committee to the Cabinet Member following the meeting of the Committee on 16 February 2021. It is about the Council's Active Travel Consultation Process. A formal response is required by 29 March 2021.

Dear Councillor Thomas,

Scrutiny of Active Travel Consultation Process

Thank you for attending the Scrutiny Programme Committee on 16 February 2021 and answering questions on the Council's Active Travel consultation process. It was important for the Committee to look at this because of public concerns brought to our attention concerning at least two specific active travel schemes being implemented, with questions about the extent of public consultation being a common theme.

We wanted our scrutiny session to shine a light on things and help us to understand what consultation processes the Council utilises and why; and whether, in light of experience, that could be improved, and any wider learning points for the future. The session was not about individual schemes and site-specific issues, but a look at the overall experience in the development, design and implementation of Active Travel schemes, and how we consult with those most impacted, as well as the public at large, and how that informs decisions and actions.

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

Thanks also to Stuart Davies (Head of Highways & Transportation), Cath Swain (Integrated Transport Unit Manager), David Hughes (Principal Engineer, Highways & Transportation), and Chloe Lewis (Team Leader, Highways & Transportation) for their support, input and contributions to the meeting.

This letter reflects on what we learnt from the discussion and documentation provided to us, shares the views of the Committee, and highlights any outstanding issues / actions for your response.

Context

The Council has an ambitious Active Travel programme, supported by the Welsh Government, which has delivered year on year improvements to the active travel network and routes across the City and County of Swansea, since the Active Travel (Wales) Act came into force in 2014. The Council has to date secured more grant funding than any other local authority in Wales.

'Active travel' means walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys. The development of Active Travel across Wales supports local and national priorities around health, climate change, transport and contributes to the goals and ways of working set out in the Well-being of Future Generations (Wales) Act 2015.

The Council has received numerous emails and other contact from members of the public and councillors regarding current Active Travel schemes. A number of members of the public have contacted Scrutiny directly with concerns.

It is apparent that there is some confusion about the Active Travel process, including what formal consultation the Council is required to undertake to inform its decisions and actions. We have sought to clarify that and consider possible improvements in light of recent experiences.

Key Findings

The Council recognises that the implementation of active travel schemes, just like other developments and projects, impact on people and may not be universally welcomed. It recognises the challenge of ensuring community acceptance and balancing different considerations, some of which are conflicting. Overall, we heard that generally the Council has engaged with everyone who has expressed a view and made changes to schemes where it has been feasible to do so, in order to deliver the best possible active travel schemes.

The Council has a statutory duty to produce active travel maps, and plan and deliver improvements in active travel routes and facilities. The Welsh Government has issued both Delivery and Design Guidance for local authorities. Current guidance dates back to 2014, however the Welsh Government has been consulting on revised / updated guidance during 2020 the outcome of which is awaited.

The Act requires two maps to be produced: an Existing Routes Map (ERM) and an Integrated Network Map (INM). The ERM shows routes that are suitable and appropriate for making active travel journeys, primarily intended to inform the public of the safe and suitable routes for active travel and give pedestrians and cyclists the information that they require in order to make a decision about how and where to travel. The INM sets out the plans for the next 15 years, mainly a tool to enhance forward planning of active travel. It is primarily meant to be used to support infrastructure development planning, and include plans that may range from “shovel ready” schemes due for delivery in the next couple of years, to intentions to address the active travel infrastructure in the medium and long term. Schemes under active development should be depicted in detail within the INM.

In accordance with Welsh Government Guidance formal public consultation was carried out by the Council for a minimum of 12 weeks on both the ERM and INM, prior to their submission to Welsh Government for approval, as required by the Act. There is further information in the guidance about this consultation, to ensure a range of views are gathered and that consultation is accessible, but with discretion afforded to Councils on who they should consult, and consider the appropriate level of detail to be provided when consulting with the public. Consultation on the INM during 2017 was commissioned from an external provider, and included a mix of opportunities to engage online and via workshops and community engagement events. Accordingly, Swansea’s ERM and INM received approval in 2016 and 2018 respectively – both can be found published on the Council’s website: www.swansea.gov.uk/activetravelact.

Councils can then apply for Welsh Government grant funding on an annual basis to take forward specific Active Travel schemes that appear in the approved maps. Bidding for funding is typically open around December / January every year with the outcome announced around May / June. Successful schemes must then be delivered within that financial year to secure the approved funding. On 30 July 2020, Cabinet formally reported on the outcome of the bid for Active Travel Fund monies and approved expenditure on the associated projects in 2020/21. This means delivering these schemes and claiming grants by 31 March 2021. We heard that this was therefore considered to be a short window in which to deliver the approved schemes. It was noted that all schemes submitted to Welsh Government for active travel funding will have been assessed in detail prior to submission, including necessary feasibility studies.

The Council has secured £12.7million over the past three years leading to Swansea's active travel networks increasing by 25% over the past three years to a total length of 128km by the end of the current financial year. Swansea Council was awarded £5,117,500 from the Welsh Government's Active Travel Fund 2020/21, of which £773,000 was defined as 'core allocation' intended for feasibility, design and minor works projects.

Active Travel projects approved for 2020/21 included: Mayals Road, Townhill North (The Ravine), Townhill Road, St. Helens, Sketty Park, and Olchfa. Information about these projects appears on the Council website: www.swansea.gov.uk/activetravelschemes.

We noted that Swansea's ERM and INM is due to be refreshed during 2021 therefore formal public / stakeholder consultation will be carried out later this year as required by law.

There is no statutory requirement for formal consultation on individual schemes beyond production of the ERM and INM, and once funding is secured these are effectively agreed schemes. However, that does not preclude any further engagement with those affected, to ensure scheme delivery and success. Design Guidance from December 2014 encourages Councils to carry out consultation at different stages, from development of the network to individual schemes. The more opportunity people have to influence and shape walking and cycling schemes for their local area, the more likely they will be to use them. Guidance states that there should be an opportunity to get involved for everybody who is directly or indirectly affected, including potential users, in an accessible way with clear parameters. Early consultation will help to avoid poor decisions based on inaccurate or outdated information, and gain greater community support for any new scheme.

However, there is an issue around the time and resources available, after schemes have been approved, for consultation. Once schemes are approved this limits scope for changes as the Council needs to meet the criteria for active travel funding and protect the integrity of schemes, e.g. it would rule out stopping or any making significant alterations to routes. That is the crucial point and source of the problem that has surfaced regarding some of the current schemes. Effectively from this point on it is more accurate to say that there may be engagement with people, not consultation. However, views about implementation from communities and other stakeholders can still be taken on board, and adjustments made where possible. It was clear that any such contact is welcomed and that the Council is happy to listen.

Following Cabinet approval of expenditure in July 2020, you wrote to local ward councillors at the end of August to flag up the scheme(s) that will be delivered in their area, which was followed up in early September 2020 with correspondence from officers that was more detailed about the individual schemes. You also stated that a letter to local residents would have been sent out, informing them of works that would directly affect them e.g. properties adjacent to planned routes. Following a query at the meeting, and some challenge about the extent of resident notification, you have since clarified in an email to Mr Anderson, secretary of the Blackpill, Derwen Fawr and Mayals Residents' Association, that this did not happen with the Mayals Road scheme. You say that this was partly due to Officers working from home and restrictions in place at the time through Covid-19 restrictions, but also as a result of the Residents Association requesting a Zoom meeting with Officers. You added it was felt at the time that the Zoom meeting offered a better opportunity to engage with residents directly and address any concerns that residents of Mayals may have had. Information was also published on the Council's website for public awareness, including some FAQs about individual schemes. Whilst this was information, not consultation, any response from local councillors or residents would be duly considered.

It was noted that each Active Travel scheme will be different and affects the nature of community response and consultation or engagement necessary. For example, some virtual meetings took place between officers and local councillors / members of the public to provide more clarity about aspects of certain schemes. The pandemic of course has affected the ability to hold face-to-face or groups meetings in physical community locations over the past year, so an added difficulty. A number of examples were given where changes have been possible during the implementation / delivery phase in light of issues raised, including the scheme affecting Gors Avenue (Townhill). You referred to a 19-page report that was compiled following a remote meeting with local councillors / residents on the Mayals Road Scheme, which we would be grateful to receive copy of.

You assured the Committee that no concerns have been raised by the Welsh Government directly with the Council, at any level, about its approach to Active Travel and consultation, which has been consistent and in accordance with current guidance. It was noted that the approach has been the same for previous schemes, and all schemes have benefitted from local input along the way. All schemes generate interest and where the need arises the Council will engage with communities or individuals as ultimately it wants all of its schemes to meet objectives, be well used and successful. The Council, and everyone working on its active travel schemes have no interest in developing routes that are dangerous / unsafe, but instead wish to develop the best routes considering all options, relevant factors (including safety and biodiversity) and issues. Nevertheless, you were open to suggestions about how the Council could do more in relation to consultation, engagement and communication and improve processes that will help to take communities with

us and gain greater community support, within the constraints of the active travel process and available time and resources.

Committee Views

We had a full and frank discussion about the issue of consultation and hope that the meeting has helped to clarify the Council's position and highlight the key issues. We have sought to offer constructive suggestions that have the potential to help address some of the concerns that have been highlighted.

The report you presented to, and approved by Cabinet on 30 July 2020, aside from a short description, did not provide any detail (designs, new route maps, etc.) of each individual scheme. Therefore, unless privy to the Council's Active Travel Fund bidding documents, members of the public would not have been aware from this report of individual scheme details. We felt that had more detail been provided in the report, or elsewhere (e.g. the Council's website), it would have enabled the opportunity for people to engage with the Council and give any views about individual scheme design. That does not necessarily mean opposition but the potential for improvements.

This seems to be a gap that the Council should look to fill in future, particularly given policy direction towards more consultation and applying principles of co-production across the Council. Consultation early in a scheme's development or completion of outline design could provide opportunity for stakeholder involvement in refining the scheme design and influencing the final outcome before decisions are made. Committee Members felt that the Council should aim to go beyond the statutory minimum when it comes to consultation and engagement.

The Committee recognised that the timescales involved in the approval of active travel schemes are likely to hinder the ability to carry out meaningful public / community consultation. We acknowledged this difficulty but if consultation, in whatever form, took place at some point prior to submission of funding bids there may be more time and it may be helpful to the implementation of a scheme even if there is of course no guarantee of the scheme's approval or delivery. If we have confidence in our bids we should be confident of success, and history has shown significant support from Welsh Government for our Active Travel plans.

This is important because you told us that after Cabinet has approved expenditure, based on Welsh Government funding approval, it is effectively too late to consult. Consultation prior to decision-making may have avoided the concerns we have seen raised about the Olchfa and Mayals schemes, or at least addressed these issues at an earlier point, and save the additional work and effort responding to queries at a time when you want to focus on carrying out the works and completing the schemes.

We would also encourage greater and more pro-active public communication, which means people not having to seek out reports or other materials about Active Travel schemes and prompting community engagement and a public conversation. Communication from the Council via social media and press could support the active travel process and add value even in the absence of any formal / structured consultation. It would help if communication with local members could also be strengthened so that local councillors are better equipped to deal with queries from residents, and perhaps save you and officers time.

Your Response

We hope that you find the contents of this letter useful, and would welcome your comments on anything within. We would be grateful, however, if you could specifically consider and respond to the Committee about what you can take forward from our suggestions. You also agreed to clarify the extent of letters being sent to residents affected by individual schemes, and share a copy of the report referred to following remote meetings with local councillors / residents.

Please provide the response to this and any other comments about our letter by 29 March. We will then include both letters in the agenda of the next available Committee meeting.

Finally, the Committee was contacted by nine different members of the public with numerous questions and comments. The Committee covered some of the issues raised during the session, however we asked that you respond directly to each of those people as soon as possible. Please copy Scrutiny into your responses so that we are aware they have been dealt with.

Yours sincerely,



COUNCILLOR PETER BLACK

Chair, Scrutiny Programme Committee

✉ cllr.peter.black@swansea.gov.uk

Councillor Peter Black
Chair
Scrutiny Programme Committee

BY EMAIL

Please ask for: Councillor Mark Thomas
Direct Line: 01792 63 6926
E-Mail: cllr.mark.thomas@swansea.gov.uk
Our Ref: MT/KH
Your Ref:
Date: 26 March 2021

Dear Councillor Black

SCRUTINY OF ACTIVE TRAVEL CONSULTATION PROCESS

I am writing in response to your letter dated 8th March 2021 regarding the Committee Views and to address the areas that you have highlighted for formal response, following the Scrutiny Programme Committee meeting held on 16th February 2021.

I would firstly like to thank you for the opportunity to provide further information on the process that has been followed to enable Swansea Council to improve and increase active travel provision in recent years.

Swansea Council is fully committed to providing an expansive and well-connected active travel network, evidenced by the continued increase in the total length of the off-road network serving residents and visitors to the City and County.

As a Council, we have received the highest levels of funding in Wales for active travel schemes in recent years. £12.7million has been invested in the past three years resulting in a 25% increase in the length of the network, providing 60% of the 72,000 households in Swansea with access to a dedicated off-road active travel route within 500m of their home. Further ambitious schemes are proposed for the future, continuing to link communities into this important network.

A robust and reliable network of active travel routes is required to facilitate everyday journeys by pedestrians and cyclists. Swansea Council is committed to providing the necessary supporting infrastructure to enable people to choose to travel actively, ensuring that active travel becomes a prominent and first-choice of transport for daily journeys in Swansea. This approach is intended to meet the needs of the present, whilst protecting the needs of future generations.

In your letter, you have invited my response to the content of your letter, and specifically noted a number of areas for formal response. I shall outline my response to each area individually.

Key Findings | Response

Your letter describes the purpose of the Existing Route Map (ERM) and Integrated Network Map (INM), and continues to outline that ‘the INM sets out the plans for the next 15 years, mainly a tool to enhance forward planning of active travel’. It is important to note that the INM produces a comprehensive plan setting out the short, medium and long-term capital infrastructure walking and cycling routes that the local authority will seek to deliver, for the improvement of active travel across the City and County of Swansea over the next 15 years. The map is however refreshed every three years, and is subject to a statutory public consultation prior to being adopted.

During the meeting on the 16th February, I outlined that engagement on active travel schemes has continued throughout the design and development of schemes, and this has resulted in minor changes or alterations being made to the design, but not the intended alignment. This engagement cannot however override the previous public consultation which outlined the routes that we have consulted upon and clearly indicated an intention to deliver. Amendments to construction materials, surface dressing systems and the inclusion of speed restriction measures have all been incorporated in to schemes as a direct result of ongoing engagement with local residents and community groups. It is my intention to maintain this dialogue on all future schemes, and I continue to welcome the input and contributions from local residents and community groups on all schemes.

You have included a link in your letter to the Council’s website where details of the current active travel schemes being delivered can be found. It should be noted that this webpage contains specific information on the individual routes, including where available, design drawings of the route to be constructed and answers to frequently asked questions.

<https://www.swansea.gov.uk/activetravelschemes>

This webpage is complementary to the Council ‘Active Travel Act’ webpage which provides the ERM and INM maps, route lists, and is accompanied by the consultation report from the development of the INM in 2017.

<https://www.swansea.gov.uk/activetravelact>

Committee Views

In relation to your comments regarding the report presented to Cabinet on 30th July 2020, you have suggested that additional detail be provided in similar reports in the future. To that end, I have taken immediate action to include a summary map of the routes proposed to be constructed in 2021/22 in a report shortly due to be taken to Cabinet. Any routes taken forward however will also be contained on the INM and their alignment available to view under the Council’s ‘Active Travel Act’ webpage.

As outlined in the meeting of the 16th February, the challenging timescales for the submission of Active Travel Fund schemes, does not give opportunity to consult widely on the schemes prior to their submission to Welsh Government.

It should however be noted, that many of the schemes being developed will have benefitted from engagement with local ward members, where this development has been funded by Welsh Government. The Council is not in a position to engage upon schemes for which it does not have any funding or resource secured against.

In response to your statement 'you told us that after Cabinet has approved expenditure, based on Welsh Government funding approval, it is effectively too late to consult', I would like to clarify and reiterate that all of the active travel schemes taken to Cabinet have been consulted upon as part of the statutory public consultation for the INM, and the route alignment funded by Welsh Government will be in-line with the route consulted upon in 2017. This does not mean that the Council is unwilling to engage with local residents and community groups on the detail of the scheme, and make minor changes to enhance the route, rather that the route alignment forms the basis of the funding allocation which underpins the active travel scheme proposed.

I will ensure that communications and press releases continue to be released to inform and raise awareness of the active travel schemes being developed, and opportunities for engagement communicated. I will also continue to write directly to local ward members regarding active travel schemes in their area, continuing to provide the opportunity for input and ongoing dialogue.

Letters

You have asked that I specifically address the extent of letters being delivered to adjacent properties along routes. I can confirm that as standard, letters would be delivered to those properties directly adjacent to a route to being delivered. However, as I have previously confirmed and due to the scheme being progressed at the outset of the coronavirus pandemic, a virtual public meeting was held in conjunction with the Blackpill, Derwen Fawr and Mayals Residents Association, to engage with the wider community.

Mayals Road Engagement Session

You have requested to receive a copy of the report compiled as a result of a virtual public meeting held with members of the local community to discuss the Mayals Road scheme. I have attached the report for your perusal.

I trust that this provides you with the necessary information that is required in a formal written response. If you require any further information, please do not hesitate in contacting me.

Yours sincerely



Y Cynghorydd / Councillor Mark Thomas

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

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

01792 63 6926

3rd November, 7pm, Zoom Session – Proposed changes to Mayals road

Presentations from Alan Ferris and Martin Bignell on the proposed Mayals Cycle Route, including removal of trees

This is the summary of questions raised and feedback provided by residents and attendees.

This document has grouped questions and feedback based on the following topics;

- Consultation undertaken for the scheme
- The demand for this proposed cycle route
- The details / design of the proposed cycle route
- The impact to trees along the route
- Wider environmental concerns

Questions have been included in a table, and grouped when similar. Feedback is also detailed in each section.

Consultation

Consultation Process	
Questions	Response
Has the decision already been made? Is this still a proposal or is it an approved plan that is going ahead? Are we participating to be told what is going to take place regardless?	Mayals Road was identified as a key route in 2017 when we completed our city wide integrated map of existing and proposed cycle routes. This map was the subject of a three month consultation. While we are willing to consider issues raised on the detail of the proposals, the fundamental design of the route is established and will be implemented.
How has this [scheme] been passed? Has due process been followed	Funding was provided by Welsh Government to extend cycle infrastructure in Swansea.
Why has there not been any consultation? Can you provide evidence of any previous consultation for this project? It may have been done but where was it advertised?	The requirements of the Active Travel (Wales) Act 2013 places a statutory responsibility on each local authority in Wales, to map, plan and make continuous improvements to its active travel (walking and cycling) networks.

	<p>Swansea Council developed two maps in 2017, as required under the act, an Existing Route Map (ERM) and an Integrated Network Map (INM). The INM produced a comprehensive plan setting out the short, medium and long-term capital infrastructure walking and cycling routes that the local authority will seek to deliver, for the improvement of active travel across the City and County of Swansea.</p> <p>The draft INM was published for comment as part of a statutory twelve week public consultation period, as required by the Act. The Consultation ran from 12th June to 8th September 2017, and included online consultation, a series of workshops held at Civic Centre, Clydach and Gorseinon, alongside consultation with a number of schools and stakeholders.</p> <p>The community engagement events were advertised by Swansea Council, alongside the opportunity to take part in the consultation through the Council's website. The consultation exercises engaged with the public and gave individuals the opportunity to share their views and help shape the INM throughout Swansea.</p> <p>The Cabinet Member for Environment Enhancement and Infrastructure Management approved the submission of the INM to Welsh Government in October 2017, and following review by Welsh Government, was subsequently approved and adopted.</p> <p>Further information can be found on the Council's Active Travel webpage: https://www.swansea.gov.uk/activetravelact</p>
<p>Why there has not been a public consultation as required under a Traffic Regulation Order?</p>	<p>The traffic regulation orders will be published in due course. The public will be invited to comment on this element of the proposals.</p>
<p>In the Council's Corporate Plan 2017/22 - Delivering a Successful & Sustainable Swansea, the Council state "we will continue to engage with and seek the views of residents and service users." If this is the case, and given that the scheme programme shows a three-week consultation period in</p>	<p>Funding was not confirmed by Welsh Government until July 2020. At that point tree surveys and trial holes had to be completed to allow the detailed design to be confirmed.</p>

May 2020 for the Mayals Link alone, why hasn't the Council or our Ward Councillor engaged with or sought the views of residents?	Our intention was always to display the plans for public viewing. However the opportunity to present them at the zoom meeting seemed an ideal way to circulate the ideas locally.
The drawing I have seen was dated January 2020. How come this is the first time we have seen it?	The plan you refer to was the initial design which was presented to Welsh Government to seek funding. This was developed to address many of the issues that are of concern to residents. These plans were not completed until this month.
Will further significant public consultation be offered as the detail is developed?	Unfortunately, there is no opportunity to do this. However there will be opportunity to comment on the proposal to introduce Traffic Regulation Orders along the route.
Who has been consulted	
Questions	Response
<p>Have residents ever been consulted about this path officially? Have the community actually been asked what they want? 1.8 million pounds for this project? How about consulting the community? Have residents of Mayals Rd been consulted? What were their views? Have residents been consulted at all? Why haven't residents been consulted?</p>	<p>As noted above, the draft Integrated Network Map was published for comment as part of a statutory twelve week public consultation period, as required by the Active Travel Act. The Consultation ran from 12th June to 8th September 2017, and included online consultation, a series of workshops held at Civic Centre, Clydach and Gorseinon, alongside consultation with a number of schools and stakeholders.</p> <p>The provision of cycle infrastructure is for the wider community to consider, not specifically those living on Mayals Road.</p>
<p>How many cyclists have you consulted regarding this scheme? What're their opinions? Were any cyclists who actually ride Mayals Road consulted about this plan? What about people who aren't on the internet?</p>	<p>The plans were submitted to Welsh Government for funding who used Sustrans to advise them. Since award the Council have had meetings with Wheelrights to explain the ambition of the scheme. This involved a number of cyclists who are familiar with the route.</p>
Other Queries	
Questions	Response
<p>Has the Council reviewed or consulted with Welsh Government to see what potential revisions and Regulation changes are to be incorporated in the pending update of the Active Travel Design Guidance that could impact on</p>	<p>The proposed arrangement complies with Active Travel Design Guidance, published by Welsh Government in support of Active Travel (Wales) Act 2013.</p>

the current design? And implications of any proposed modifications to the Highway Code?	
Given the obvious local opposition to the scheme would the council consider dropping it?	The Active Travel (Wales) Act (2013) places a legal duty upon local authorities in Wales to map, plan for and promote active travel journeys. Mayals Road was identified as a key route in this network and is seen as bringing benefit to the wider community not just those living on Mayals Road. However, the developed design has been undertaken to be sympathetic to the local environment, recognising the high quality environment through which the route passes.
How much room for negotiation is there still left if the scheme is starting in December?	Where there are specific concerns over the detail of the design, these will be examined. However, the fundamental alignment has now been confirmed.

<p>Could we see the map in more detail please</p> <p>Can we have copies of the presentation afterwards, please?</p> <p>How can we obtain these details in hard copy so that we can look at them properly?</p> <p>Are these latest detailed drawings now available publicly please</p>	<p>The plans are now available to view on line at https://www.swansea.gov.uk/activetravelschemes</p>
<p>Would it be possible to provide a computer generated mock up showing the road, paths and trees? If this could be done to scale it would help us to appreciate the aesthetics and practicalities.</p>	<p>Unfortunately this is not available.</p>
<p>Could we have copies of the comments from this meeting AND Swansea City Councils response?</p>	
<p>Can we have a date at which the feedback is given to us.</p>	
<p>Where can we find the feedback? Same place the original so called consultation?</p>	
<p>Can we run another session, please?</p>	<p>Unfortunately, there is not sufficient time to accommodate this.</p>

The following feedback was also received during the session regarding the consultation process;

- This doesn't seem to be a consultation with interested parties, it's more that we are being told what is going to happen.
- Serve the community - without going through normal planning consent where the community have their say
- So if it is starting in December, there is not much point in consultation here. You are just telling us what you are going to do

- Swansea Council! Please listen to your citizens!
- No, there was no consultation 2 years ago. There NEVER has been any consultation with residents
- PROVE THE CONSULTATION WENT AHEAD!
- I actually agree with this scheme, with adaptations, but there has not been sufficient consultation, we have heard nothing!
- I agree but we haven't been able to get hold of any plans
- I think you'll find we should be co-producing according to council principles
- It's the first I've heard of the consultation.
- I cannot believe this is at this stage starting in less than 4 weeks, with no consultation !!! shocking
- No consultation that we're aware of- Green Close resident
- They've just bypassed the residents. Having lived here for since 1981 I am disgusted.
- The first I heard of this project was literally a few months ago in the Evening Post - now it's a 'fait accomplie' -it is not acceptable.
- You should have the details of this consultation.
- This project is totally unacceptable and there has been No consultation with local residents.
- A public consultation exercise did take place in Bishopston and their Ward Councillor fed back how well attended and constructive it was. Our own Ward Councillor has known about this scheme for at least a year but has failed to mention it.
- What are Mayals Residents views.
- It's to inform us, nothing more.
- They are telling us not asking us....
- I think it's a great idea. but consultation needs to happen in future.
- We need better information.
- Consultation seems entirely missing
- This is all such a shame. What could've / should've been an opportunity to build support for cycling, understand needs, has led to a defensive last minute meeting, in which our views are being downplayed. Considering the concerns from pedestrians, cyclists and others it's wrong that Alan is saying it's a done deal. DISGRACEFUL
- There is not a lot of time until this proposal will be implemented and I am conscious that feedback will be given to us last minute to avoid discourse.
- We shouldn't dance to do something just because there is money available, it should be done because it is the right thing to do with support of residents
- Delivering a badly conceived scheme in a rush to secure funding is not professional or ensuring good value.
- Bit disappointed that there wasn't consultation with local people but there was with one or two select people
- Agree with the suggestion to post plans on council website

- This is probably a group in which over 90% are against this scheme as it stands? Perhaps there should be a survey undertaken by an independent company to determine the views of the residents
- Isn't wellbeing better served by clean air and exercise for all, and are not all the objections from local residents
- No consultation whatsoever with local people. Surely we should have an input into a scheme costing so much and with big geographical changes.
- We should be informed of total cost.
- It is not clear whether cyclists have specifically requested these changes or been consulted on them.
- If detailed plans to explain the changes proposed do exist, then they have not been made easily accessible to the public.

Need for the Route

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Evidence Base	
Questions	Response
What is the volume of bicycle traffic using mayals road currently? How many cyclists per hour on Mayals road daily, not an average, but exact number please? Where is the cyclist traffic study justification for this major disruption? I assume that a study has been undertaken of existing usage of Mayals Road by cyclists and projected use. How many local and out of the area cyclists use Mayals Road at present and are expected to use it in future?	The route has been developed as a first phase to create opportunity for cyclists to travel from the Mayals area and the Gower beyond. It accords with Welsh Government policy in developing a cycle network aimed at changing how people choose to travel. In this context, the numbers of cyclists currently using the route is not relevant.
Cyclists are a very small minority, what about the other majority users?	The carriageway will continue to operate two way, albeit with a reduced width of 6m. New controlled crossing points will also be introduced which will benefit both pedestrians and cyclists.
Demand for the route	
Questions	Response

<p>We all want more cycling, less cars is a good thing. BUT Is this really the best value for public funding? There are serious concerns from cyclists, pedestrians, residents etc. Who actually wants it?</p>	<p>The proposed measures are designed to support active travel creating an environment that separates vulnerable road users from moving traffic. The funding provided by Welsh Government was assessed against submissions from other Local Authorities across Wales.</p>
<p>It is stated in the Council's Scheme Application that the scheme "will principally provide connectivity and access for those living in Mayals and West Cross, a population of 9,124 people". It is also stated that the population of Mayals is 2,700, which means that the majority of the perceived benefit, some 70%, is based on the population of West Cross alone. Given the above bias, is it fair to include the total population of West Cross since most cyclists in this area will likely take a more direct route rather than use the Mayals Road link?</p>	<p>The route is being introduced to develop on existing cycle infrastructure. In future years it is proposed to extend this into the Gower. Plans already exist to take this across Clyne Common to Bishopston.</p>
<p>Can you share the evidence that this route is the best place to invest the active travel money?</p>	<p>As noted above, the funding provided by Welsh Government was assessed against submissions from other Local Authorities across Wales.</p>
<p>Is this a huge expenditure for relatively few cyclists? Spend the money elsewhere so that greater numbers can enjoy cycling...?</p>	<p>As noted above, the funding provided by Welsh Government was assessed against submissions from other Local Authorities across Wales.</p>
<p>Links with a larger strategy</p>	
<p>Questions</p>	<p>Response</p>
<p>What is the benefit of doing Mayals road rather than the Common first?</p>	<p>Completing Mayals Rd first will allow the common link to integrate directly onto an established cycle link to the city centre. Otherwise, cyclists reaching the end of common would be vulnerable and some may continue to use the existing footways which are not wide enough to accommodate both cyclists and pedestrians.</p>
<p>This seems an awful lot of change, is there even the demand for this?? Where do the cyclists go after Clyne common??</p>	<p>At present there are no specific plans on how the will extend beyond Bishopston.</p>
<p>Please tell us when this part of the route across the common will be built?</p>	<p>Currently the Council do not own the land. However, negotiations to acquire the land have commenced but it is not possible to put a timeframe on this at present.</p>
<p>I don't really understand the overall vision, will there be a cycle path on the B4436? Where is the cycle path going, how much will be 99% traffic free?</p>	<p>The proposed facility will be a shared use path running on the southern side of the existing road linking Mayals with Bishopston.</p>
<p>Has a safe route linking the top of Mayals Road to Bishopston been set out/planned/consulted on? This is a key route to enable healthy active</p>	<p>Plans have been developed which identify the route. A public consultation exercise was held in July 2019 in Bishopston Community Centre.</p>

travel for hundred of school children who wish to go to school every single day as well as regular cyclists for the route you are discussing here.	
Is the route across the common going to be secured before the work on mayals road starts please? What is the timeline on securing the route and all permissions for the route across the common please? Why don't you use the money you already have for the road along the common? Would the money be better spent in sorting out a safe and well lit combined pedestrian & Cycle path over the common which should have higher priority than Mayals Road? When can we expect the section from mayals to bishopston will be built? What do the Planners have ready to extend the cycle path from the top of Mayals Road, across Clyne Common and into Bishopston. Do they intend to widen these roads also since the Common has been the scene of many accidents over the years. Will this be a "track to nowhere" as there is no track over the common?	No, monies awarded for Mayals Road are for 2020/21. However, it is proposed that future bids for funding will be made to secure the land in 21/22 with the potential to construct the following year. The award from WG was to construct the Mayals Road link. The Council regard both elements of the link as being important in extending the network. It is not proposed to widen the carriageway across the common. In the last three years the police have recorded three collisions which resulted in injury on the B4436 across the common. All three were classified as slight. As noted above, the proposal is to extend the cycle route beyond Mayals Road to Bishopston. Funding will be sought for this in future years.
Would I like to see the new south Gower cycle route please	
Isn't it crazy to start the mayals part if funding and permissions for the fairwood road isn't secured? will be a small section of cycle path to nowhere	I'm unclear on the issue with Fairwood Road.
Will the cyclepaths around the Bay be widened? They are too narrow for current traffic. Cyclists & pedestrians are already hazards to each other. many parts of the shore line path have been encroached upon by verges which have not been maintained properly. What funds are available for future up-keep of the new and existing cycle paths?	It is not proposed to increase the width of the bay cycle infrastructure at present. However, improvements to the alignment have taken place in recent years to address concerns and this issue will be reviewed in due course.
If the numbers of cyclists using Mayals Road are expected to increase would the money be better spent in improving the facilities along Mumbles Road and in particular separating pedestrians from cyclists?	Without the investment on Mayals Road we would not anticipate that demand will grow.

The following feedback was also received during the session regarding the need/priority for the cycle route;

- What is the point of this, if you don't know what volume of cyclists are using it!
- I think we need to take a step back if it's needed at all.
- Surely if the objective is to encourage cycling the first place to start should be across Clyne Common which is currently dangerous for cyclists and pedestrians

- Where is the due diligence in monitoring of usage?
- good to see - the bishopston/common cyclerroute is really needed
- I cycle with my son (sometimes!) and for us the worst part is NOT cycling on Mayals Road but going between Bishopston and Kittle. This section of road is too dangerous for anyone but experienced cyclists. This is where the action is needed
- Mayals Rd is a big challenge for all cyclists. I'd rather spend the money on supporting other activities in our city.
- As a regular cyclist on the upper part of the Mayals Road en route to Bishopston I can't see how this scheme helps. It creates a dangerous junction with Fairwood Road where cyclists priority is downgraded. The really scary part of the journey is from the top of the Mayals Road to Bishopston and I think that the money would be better spent there.
- I know people who drive and park at the bottom of Mayals to cycle safely to work in Swansea
- Why do we need this defacing of Mayals Road when the Council has failed in its attempt to get land for a path across the Common. This is like defacing a valuable painting
- You must understand that many of us on this meeting live on Mayals Road BUT are cyclists. We therefore want more safe routes. Unfortunately this is not one of them because it goes nowhere.
- I use the Mayals Road regularly as a way onto the common. Opposition to this project is of course expected but believe any increase in cycle use is to be welcomed. However I do agree there are many major commuter routes into the city that would be better provided with cycle paths
- Don't build this until you get funding for it to go somewhere.
- As a cyclist, I don't find that Mayals Road is a problem- I would like to see the Common being prioritised as it's far more of a problem this would be with far less disruption and wouldn't require any trees to be felled
- Please answer the questions about the cycle paths around the Bay area which are too narrow and not maintained properly for the high volume of traffic on them.
- I don't think this is a good use of public money
- If the money has to be used to build a cycle track, which it seems clear cyclist don't want up Mayals road would the fund better be used to build a cycle route around the coastal path from Mumbles to Langland?
- Clyne common is the dangerous road not mayals road
- It's not just a matter for local residents, we need to see the bigger picture
- My son used to cycle over here from Murton into Swansea every day for work - it was the common that used to worry him not Mayals rd.
- I am in favour of a cycle path for the community of Swansea. It is a shame there is a delay in the most dangerous part which is the common crossing - this would link the city to the Gower which it seems is the aim of the initiative. David N. seemed to make a good point about merging the two sides.

- I don't understand why such a big scheme is the only option for this stretch, what about a cheaper scheme to just widen the existing paths, have shared use with pedestrians, crenulate around the existing trees which will help to calm speeding cyclists as they would need to go slightly around them. Spend the money on the actual difficult stretch on fairwood common
- Of all the things Swansea needs investment in, this seems not only environmentally disastrous but also a waste of funding
- Broadly supportive that active cycling infrastructure should be encouraged but don't agree the council should not adequately consult because of a finance spend deadlines. Think consultation processes with residents and cycle groups should take place to get the best solution (or least worse solution), with clear objectives for active travel that the residents can understand the benefits. Also, big question over if the route to Murton can be successful, in terms of how much value this phase of work can bring.
- No knowledge of numbers of cyclists now and forecast numbers.
- The road over the Common is a 'no go' area for pedestrians, so I hope that a pedestrian footpath will be incorporated along the entire Common.
- I have spoken to a lady who regularly cycles over the common with her children. She said that in her opinion there was no problem with Mayals Road, it was the Common that was the problem.
- Our main disappointment was to learn that the link from the top of Mayals Road across the Common to Murton/Bishopston is not to proceed. In our opinion that was by far a more important link for safe cycling activity. Without it, the Mayals Road proposals have nothing to link up with. We think any available resources should be prioritised to make progress with the Common link. That would allow more time to develop safer and sounder proposals for Mayals Road; and time for proper consultation.
- We do appreciate that there are significant constraints on the Council about the funding, the time scale and the technical requirements. This is clearly a project that poses many challenges. But better in our view to ensure a major review and reassessment, and greater consultation to secure improvements. We think the vast majority of residents want to support enhanced cycling activity in this area.
- The government grant is specifically to make Wales a safer place to cycle, scoot and walk. The critical link where safety is most at risk is where the B4436 road crosses Clyne Common between Mayals and Murton. This is a main artery to the Gower and has no walking or cycling paths or road lighting. It is inconceivable that the Mayals Road link scheme can take precedence over this.

Proposed Route

Design Process

Questions	Response
<p>Who designed these plans? The drawing detail is inadequate for a complex plan.</p>	<p>The Council's in-house design team. More detailed plans have been prepared to enable the works to be built. These are not suitable to provide general information.</p>
<p>Has this scheme been designed around the so called diseased trees or the diseased trees discovered to fit in with the scheme.</p>	<p>The cycle lane alignment is not dependent on any trees being felled.</p>
<p>Perhaps the Council should bring in a professional organisation to do a credible design??</p>	<p>The design accords with Welsh Government design standards.</p>
<p>You keep talking about safer solutions what is the problem that you are tackling?</p>	<p>The creation of a shared use paths and hybrid cycle lanes offer protection for cyclists who are considered to be vulnerable road users. However, the scheme also offers controlled crossings to benefit pedestrians negotiating Mayals Road and a narrower carriageway which should see a reduction in the speed of motorised traffic using the route.</p>
<p>Do you consider it safe to build a cycle path that ends abruptly just before the Common which every cyclist knows, is very dangerous?</p>	<p>This is not the end of the route proposed by the Council. A further phase is proposed to extend across the common.</p>
<p>Page 128 What about a one way road system down Mayals and up Fairwood Road?</p>	<p>Whilst this would enable more road space to be designated to cyclist it would create relatively significant detours for residents on both Mayals Road and Fairwood Road. Increased speed of traffic may also cause problems.</p>
<p>How long will the work be phased over please, given the traffic disruption there will inevitably be?</p>	<p>It is anticipated that works will continue for around 5 months.</p>
<p>How high is the risk of the scheme going over budget and the burden of completing the scheme falling on the tax payer?</p>	<p>Detailed costings have been prepared with contingency included for unforeseen issues which may arise during construction.</p>
<p>Has the possibility of diverting cyclists into Clyne Gardens been considered and using the existing wide track in the Gardens as a shared cycle/pedestrian track?</p>	<p>A route through Clyne Gardens was assessed during the initial design phases. Whilst the topography at the eastern end is suitable, the western end of the park has very steep gradients and is not suitable for cycling. Furthermore, even assuming that the gradient issue could be worked around, this would only offer a solution between Wesport Avenue and Mumbles Road</p>
<p>Given the Council's past record with regard to traffic schemes, how confident are the planners that this scheme will not prove another that will require major changes in the future?</p>	<p>As previously noted, the design conforms to Welsh Government design guidance.</p>

<p>The narrow downhill 'hybrid' cycle lane is considered dangerous by highly qualified civil engineers and experienced cyclists; why is this untested idea (which has not been implemented anywhere else in Wales) being proposed for Mayals Road?</p>	<p>As previously noted, the design conforms to Welsh Government design guidance. The solution is being used on Mayals Road to balance the needs between the different road users whilst maintaining the tree lined characteristic of the route.</p>
<p>Cycle paths recently completed/currently under construction in Gors Avenue/Cockett Road use the SUP principle; why is Mayals Road being treated differently?</p>	<p>Shared use paths are part of the design for both the western and eastern sections of the route. It was not possible to continue this solution through the central section without significant tree loss (not only the diseased trees).</p>
<p>Does the scheme comply with the latest guidelines on cycle lanes and also the revision of the Highway Code currently under consultation?</p>	<p>Yes</p>
<p>Given the high volume of motorised traffic (including buses and commercial vehicles) on Mayals Road, have the consequences of narrowing the road been considered?</p>	<p>Yes, it is anticipated that narrowing the carriageway will help in reducing the average speed of vehicles using the road.</p>
<p>Knock on effects of the changes</p>	
<p>Questions</p>	<p>Response</p>
<p>Have Swansea council considered the amount of congestion that will result from the introduction of the toucan crossings along Mayals Road? There is a significant amount of congestion at rush hour at the junction between Fairwood road and mayals road as it is. Please provide more details.</p>	<p>It is not anticipated that the Toucan crossings will significantly impact on levels of congestion. Indeed the scheme is fundamentally designed to create an environment where more people will choose to travel by more sustainable means.</p>
<p>What about deliveries to Mayals Road properties? Won't this block these cycle paths? How will deliveries be possible if double yellows on road? What provisions are planned for the servicing of the many properties on Mayals Road (deliveries, parking etc)?</p>	<p>It is proposed to introduce a prohibition of waiting on Mayals Road. This will not prevent deliveries to properties.</p>
<p>Please may I have a considered response from the Council regarding residents who require visits at home from carers, physios, OTs, podiatrists and have medicines delivered to them. Where should these visitors park (especially when residents have hybrid cycle/footpaths directly outside their entrances)? Will the parking on Mayals Road outside Clyne Chapel be lost? Will the Council be improving parking in the 'free' car park at the Woodman? Where will people visiting Clyne Gardens park? What about less able people's access to Clyne Gardens?</p>	<p>Observations are that there is very limited levels of parking on Mayals Road, visitors, carers etc will be required to park in the nearest available space if they cannot be accommodated on residents drives. It is proposed that the parking outside Clyne Chapel will be relocated to the southern kerb in proximity to Clyne Drive to accommodate the section of shared use path outside the chapel gate. There are no plans to</p>

<p>What about the impact of no parking on Mayals road, on side streets? What about the extra parking on side streets as a result of double yellow lines on Mayals road? Has impact on parking on side roads been assessed? it will have a big impact How is it projected that these changes will affect householders in Mayals Road and surrounding streets? Deliveries, services, visitors, carers will all be affected by double yellow lines, narrowed roads etc as there will be no possibility to stop near roadside properties. It will impact on nearby streets which will have far more people parking there instead.</p>	<p>There may be an element of migratory parking as a consequence of the works. Where this results in a safety issue the Council will look at this.</p>
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<p>Does the Council intend to implement traffic orders on Mayals Road prohibiting stopping/parking of vehicles on the hybrid cycle lane and reduced carriageway?</p>	<p>It is proposed to introduce a “no waiting at any time” parking restriction.</p>
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Design Features

Questions	Response
<p>The new crossing is not wide enough to put your bike perpendicular as you are mid way across mumbles road is this going to be widened?</p>	<p>It is a single phase crossing.</p>
<p>Do you need benches in a cycle lane?</p>	<p>They are not a requirement, however there is space in this location to accommodate this facility which is seen as being of benefit to the wider community.</p>
<p>If there is an island in the middle of the road, the carriageway is reduced to 2.5 m each side?</p>	<p>I have attached a link showing details of the crossing points both new and existing.</p>
<p>The toucan crossing appears to go from nowhere to nowhere – i.e of limited benefit to pedestrians, not least at the nearby junctions. What is the rationale for this?</p>	<p>The crossing are located in proximity to Clyne Drive and Fairwood Road.</p>
<p>Have Swansea council considered how the removal of more than half of both sides of grass/tree area either side of the road will impact on surface water flooding? Have Swansea council considered the increase in surface water flooding that will result from reducing the amount of grass and canopy cover either side of the road??</p>	<p>The cycle link will take up significantly less than half of the verge area. It is also proposed to use permeable paving to construct the hybrid cycle links. This will allow water to infiltrate into the substrate.</p>
<p>How can I ride my motorbike over this upstand safely?</p>	<p>As at present, there will be no kerb upstand at driveways.</p>
<p>How will it be safe for the cyclists when we pull out of our drives? Many of us reverse out.</p>	<p>Cyclists will have priority over those accessing and egressing their drives. This matches the current position where cyclist are on the road.</p>

<p>What will happen to the existing pedestrian crossings?</p>	<p>Where possible these are retained and supplemented by the controlled crossings. Elsewhere the narrower carriageway width, and anticipated resuction in speed of traffic, will benefit pedestrians in crossing the road.</p>
<p>Double yellow lines, toucans, traffic lights. This is quite a change for the tree lined environment is it not?</p>	<p>The proposed changes are designed to support a more sustainable transport network in accordance with Welsh Government policy.</p>
<p>Double yellow lines for full length?</p>	<p>Double yellow lines will be required to ensure the free flow of traffic and prevent parking on the new cycle link. It will not prevent loading and unloading to service properties.</p>
<p>Porous surfacing? as a senior engineer I would like you expand on this. from what I can see the surface drainage currently installed cannot cope with the amount of surface water currently produced.</p>	<p>There are a number of porous asphalt products on the market designed to allow water to flow through the paved layers into the substrate below.</p>
<p>Could you please explain why there is a need for a shared path at either end of the proposed changes - I assume that the limited width opposite the church is the main issue, but can you confirm that is the reason</p>	<p>The western end will be a continuation of the shared use path coming across the common. The eastern end shared use path is required due to limitations in the carriageway width. In particular, the section to the east of the chapel has no footway or verge provision on the northern side restricting our options at this location.</p>
<p>Page 131 Simplify the Westport junction for whose benefit? pedestrians and cyclists. Sounds like for cars</p>	<p>There have been a number of concerns expressed to the Council over the operation of this junction. Non-compliance of the prohibition of entry by some drivers is a source of particular concern and is often referred to by residents.</p>
<p>I welcome any additional provision for cyclists but it is questioned whether the scores awarded in the Cycling Audit truly reflect the actual site conditions and if they did, what impact they would have had on the funding application? (as evidence, kerbside activity has been scored as “No/very limited conflict with kerbside activity”, which does not reflect the many private means of accesses that will be affected. Similarly, under “Risk of Collision”, the cycle lane has been scored relative to a width of 1.8m rather than the narrower 1.5m).</p>	<p>Consideration on the impact of driveways was considered to be extremely limited as the proposed construction reflects existing practice. Cyclists using the new link will be, more or less, in alignment with the existing kerbline.</p>
<p>How will this look in terms of aesthetics, will we lose the tree lines?</p>	<p>The tree line will not be lost. As noted the project offers the opportunity to replace existing failing trees with new trees which will be planted on the alignment of those removed.</p>
<p>It is not clear how existing bus stops and recently installed central reservations will be incorporated into the proposal without imposing on the cycleways or the road usage.</p>	<p>I have attached a link to the Council’s webpage which shows the alignment. https://www.swansea.gov.uk/activetravelschemes</p>

Why is there a need to have a shared pathway from Mumbles Rd up to Clyne Drive?	There is insufficient road space to continue the hybrid solution through this section.
Does the design adequately consider safety factors to minimise / eliminate risk at the various existing junctions onto Mayals Road, including driveways?	The design complies with Welsh Government design guidance in promoting cyclists ahead of motorised transport at minor junctions. However, cyclists will be required to give way to traffic at Fairwood Road.
If this development is to proceed please could one side of Mayals Rd be designated for cyclists and the other side designated for pedestrians?	Separate pedestrian facility will be available on the majority of the route. The exception to this is the relatively short section between Clyne Gardens and the Chapel where there is a retaining wall on the southern side of the road.
Could pelican crossings be sited at the entry / exit gates to Clyne Gardens?	Unfortunately not.
Use by cyclists	
Questions	Response
How will you ensure all cyclists use the path as 6m width will not allow easy passing [on road]? How is it safe to push cyclists onto a narrow steep road and make it narrower. as noted experienced cyclists will not use the path How can you ensure that cyclists will not continue to use the road? What is to stop a cyclist riding on the roadway? What happens when inexperienced cyclists become experienced [move to the road]?	Cyclists cannot be forced to utilise the new facility. However, it will offer users a safer environment in which to cycle.
Are electric bicycles permitted on cycleways? Are tricycles and electric scooters allowed?	Electric bikes and tricycles will be permitted. At present, electric scooters are not.
How fast do the cyclists go?	?
If the scheme proceeds and the carriageways are narrowed then will cyclists be required in law to use the dedicated cycle paths instead of the road or will they still be allowed road use?	It is not possible to force cyclists to use the new facility. However, it will offer a safer environment for them.
Given the steep gradient and volume of traffic on Mayals Road, a reduction in lane width to 3m (outside of the critical range) is not considered appropriate for this Link. Traffic speeds will be reduced to the speed of those cyclists who chose to continue to use the road, which will undoubtedly lead to driver frustration and increase the risk of collision. How will the Council mitigate against this?	The new facility will protect cyclists from moving traffic creating a safer environment for them.

And how will you assess impact? By that I mean how will you know how many new cyclists you've enabled, how many extra active travel miles have you achieved?	The Council continue to monitor cycle usage at fixed counters around the area. This allows the Council to review usage in general terms over the county area.
Pedestrians	
Questions	Response
Will the cycle track be shared with pedestrians? Mumbles Bay Court is located at the bottom of mayals road and the safety of people leaving here by foot should be a priority.	The proposals show a shared use path at this location. However, it is significantly wider than the existing footway by the entrances on Mayals Road and will be able to support both cyclists and pedestrians safely.
How are Cyclists and Pedestrians segregated. By Barrier?	There will be no segregation of pedestrians and cyclists on the shared use paths. The verge separates pedestrians and cyclists through the hybrid sections.
At what points on the shared path do cyclists have priority over pedestrians?	None.
Will it be safe for pedestrians?	The additional width will enable pedestrians and cyclists to use the shared use path safely.
What consideration has been given to other types of users, not just cyclists and car drivers? Just from my viewpoint cyclists on the coastal path (round the bay) tend to be less sympathetic to pedestrians.	The Council are aware of tensions between pedestrians and cyclist on the coastal path, particularly during periods of fine weather. However, volumes of both cyclists and pedestrians will be significantly less as will the potential for conflict.

The following feedback was also received during the session regarding the proposed cycle route;

- Great news on the plateau hugely needed
- An average HGV is 2.55 m wide therefore doubled equals 5.10 for two vehicles
- I do not believe that this has been well thought out. The width of a bus with it's mirrors is over 3m this will mean a congestion when they meet. This already happens on the Kingsway and is a recognised problem.
- A 6m width may be ok in relation to the volume of traffic based on the Kingsway, but the Kingsway is flat. Thus any impact on the speed of traffic will be much less than it will be on Mayals Road.
- Mayals Road is a major access route onto Gower. You cannot compare it to Kingsway.
- Raised cyclist path segregation is a dangerous proposition for cyclists and cars alike

- The bottom line as far as I can see is safety -if we are looking at dedicated cycle lanes -this will inevitably mean higher speeds,the egress and ingress of peoples drives are going to become an even greater risk than they are now. Also reducing a large section by 2m is going to have a dangerous effect with so many large lorries which we know use this road.
- Shared use is incredibly dangerous.
- Presumably Mayals Road is considered to be highway, therefore the highway authority can do what it likes.
- Delivery drivers cannot fit in our drives. Not all drives allow for vehicles to be turned. You then have vehicles reversing out of drives across shared routes into the road. Excellent road safety
- There are many vehicles parked off drive, by necessity on mayals road
- Concerned about safety of Mayals residents
- Not impressed that his evidence is based on a few visits during lockdown
- The speed of this road is much faster than you have indicated Alan. You stated you have only been on site a few times during lockdown.
- Lived here for 26 years, there has never been a problem with cyclists on the footpaths
- There are issues with it but it will help cyclists.
- Most cyclists using Mayals Road push their cycles uphill because it's too steep to cycle.
- More people are using ebikes - often new cyclists and so the hill is nothing - . My 75 year old mum took up cycling in lockdown and could get up it easily so it is not challenging on an ebike
- It is not within the highway boundary. It is eating into the grass area either side.
- If experienced cyclists continue to use the main road will this create a greater traffic hazard
- I agree traffic calming on this section is more important, with a linked cycle route to Bishopston
- Uphill is a struggle should focus be on uphill alone as gradients are well in excess of standards for cycle paths ..
- Downhill cyclists can easily do over 30mph and I have been overtaken in my car ..better paving at edges would assist and better footways
- Totally agree downhill lane will be a danger and not used
- Please take on board danger of hybrid path to pedestrians
- This is not a safe cycling solution
- This is not NIBYISM. There is no route to Gower from this project. Most of us cycle on Mayals Road.
- I am broadly in favour It is always the case that those against will make the loudest noise. we need to increase cycle use and this will do that
- I am in favour of the scheme if it is a requirement for the next phase to Bishopston
- We want pedestrian friendly, cycle routes, and more trees, and less space for cars
- I am sure you are aware of your duties under the Design (Construction and Management) Regulations 2015 and the fact that you cannot plough on with a scheme regardless when you have been advised by several experts that it is dangerous. To do so would open yourself up to criminal prosecution.

- Increase cycle use yes...and keep wider roads to allow it safely, narrower roads will not help, especially when more electric bikes.
- I am in favour of this cycle route but it should be done well and safely after considering peoples concerns
- Have our speakers actually cycled Mayals Rd
- I agree with the lady who said she is a cyclist and this route is not safe
- I am in favour of Active Travel but not this proposal.
- Makes it more dangerous for motorists if cyclists going down are bunched
- I support a cycle path but I do feel these plans are not appropriate and planners should take the views of cycle clubs much more seriously.
- In favour of increased cycle paths but they have to be done right and this plan does not address many different concerns.
- In favour if active travel but not this proposal. It is not safe
- I'm supportive of a route here. There are elements that can be improved and this feedback needs to be included.
- Everyone I speak to is 100% in support for controlled crossings on Mayals Road to allow for safe crossing and traffic calming
- Toucan crossing are not the only way to provide safe crossings. There is a perfectly good island refuge up at the Fairwood end. More traffic lit signage, crossing and yellow lines is the worst option.
- But there is no safe crossing at the bottom, Clyne Drive, end.
- Development of two-three-and four wheeled electric bikes will lead to increase
- Confident cyclist will use the carriageway
- Agree with you Dareyoush, safer down Fairwood rd
- With reduced road widths and cyclist still using the road this will only cause further disruption
- A much needed route. A really high priority to create joined up cycling across gower and Swansea. Support the wheelrights proposal for an up and down route on the south side of the road.
- Do we want a load of cyclists doing 30+ mph down a cycle path and running into pedestrians
- Could we have the wheelright proposal please-seems more people are with this
- My concern is the speed of traffic or cyclists coming from the common down Mayals Road. Just past the bend is a blind spot for getting out of our drive as it is. Looking forward to seeing the feedback.
- Im also a regular cyclist and horse rider, I like the idea of slowing down the traffic to protect cyclists and other users but im really concerned that this hasn't been thought out well enough
- Mayals Rd is a real challenge even for experienced cyclists.
- I am in favour of cycling. I'm a cyclist myself. But this route is badly thought out from a safety perspective.
- If you tempt inexperienced cyclists up to the top of Mayals Road and then cease the safe route this is ludicrous!
- [Feedback from this session] may not be representative but they are views.
- There is an overwhelming opposition to this, please take this forward

- I am in favour. A lot wrong in the process and think design from Wheel rights
- I fully support more cycle paths and to try and increase use of bikes and reduce traffic and petrol/diesel emissions, But I'm worried that this scheme hasn't been thought through properly
- Not everyone is objecting
- For many people crossing Mayals road is difficult, for older people, those with dogs or prams and the large groups of children catching the school bus. I feel speeding cyclists could make it even more dangerous.
- We think there should be a rethink about that part of the route and re-examine use of Clyne Gardens and Roman Way to link with the cycleway and Toucan crossing on Mumbles Road. That would make that hazardous SUP proposal redundant, maintain safe access to the Chapel and footpath and make unnecessary the expense of the link across to the Foreshore Cycleway from the new Toucan at the bottom of Mayals Road, and the relocation of car parking spaces for the Chapel. It would also allow a better location for a crossing of Mayals Road to and from the Gardens west of Clyne Drive nearer the bus stops.
- The more we look at the part of Mayals Road designated for the on road Hybrid Path we are most sceptical. There did not appear to have been sufficient traffic surveys to assess the impact of the narrowing- this is a busy distributor Road for buses and large commercial vehicles which seems likely to make congestion and hold ups worse. Hazardous access for significant numbers of houses on both sides of the Road will be inevitable.
- The impact of continuous double yellow lines for the whole of Mayals Road appeared not to have been assessed. All side roads will see an increase in parking to gain access to Clyne Gardens. Unsafe parking on verges will continue.
- The path for cyclists could run through Clyne Gardens and skirt the golf course rough ground then continue along Clyne Common without road and traffic disruption
- Cyclists already use Clyne Gardens as a cycle route and a formalised path would result in happy cyclists, beautiful healthy trees continuing to flourish , happy drivers and residents.
- I live in Mumbles Bay Court, sheltered housing, which opens on to Mayals Road. I've already had an encounter two years ago with two women cyclists on the present pavement, which ended in a Colles fracture. When a cycle race takes place, the Police have clocked them at 41 mph in a 30 mph zone. Now with the latest craze, there are at least two young men using the path going to work every day on their Electric skateboards. So I would like to know more about what is, I understand, already planned to take place.
- Most cyclists descending the hill do so at speed on the road and presumably would not want to be speed constrained on a downhill cycle path. If the downhill cycle path is sited directly next to the downhill footpath then cycling speeds would have to be significantly constrained.
- In the proposal the cycle path would be restricted both at the bottom of Mayals Road and the top of Mayals road entering the common. This would appear to reduce both its value and safety protection.

Mayals Road Trees

Removed Trees	
Questions	Response
<p>What is the council going to do to maintain the trees that currently line mayals road? The pleasant aspect should not have to be lost in order to keep the cycleway</p>	<p>We already do maintain the trees on Mayals Road. The 108 other trees on the road are all part of that maintenance. My team have worked on and removed many trees over the years. All the young trees that line the road have been planted by my team over the last 15 years as donations from councillors and other bodies. The trees are inspected annually to ensure they are safe. Remedial work is carried out after the surveys. The species chosen for replacement trees are in line with the species that are already on the road.</p>
<p>How many trees will be felled to carry out cycle path on Mayals Road? How many trees are will be felled? How many trees- healthy or diseased- that you want to fell? What trees are planned to be felled? Please identify the 19 trees that are planned to be felled. Clarification needed on number of trees to be felled and where they are on the map? Will any mature trees be felled?</p>	<p>The trees are not being felled because of the cycle path. 6 trees are dangerous following this year's survey. These will be removed whatever happens. We are using the opportunity of funding to remove and replace other trees with an expectedly short life span ahead of them so as to maintain the tree stock and provide longevity to the tree stock on the road.</p> <p>There are 19 trees in total to fell. None of these are healthy There are 5 ash with ash dieback, 8 rowans that are 90% or more dead, 5 Norway Maple varieties and 1 Ailanthus that are decayed/rotted/diseased and dangerous.</p> <p>A plan showing the location of the diseased trees and the replacement sites can be found on the following link. https://www.swansea.gov.uk/activetravelschemes</p> <p>The ash trees are 4 mature and 1 semi mature. The rowans are all semi mature, 4 maples are semi mature, 1 is mature and the ailanthus is semi mature to mature</p>
<p>Are you taking out any trees that are not ash or rowan? What trees are they and what diseases do they have?</p>	<p>1. 5 Norway Maple varieties and 1 ailanthus. Each of these trees has either; advanced heartwood decays, crown dieback weakening structural integrity leading from bleeding cankers, advanced decay with vertical cracking following impact from a vehicle, hollowed out and decaying across</p>

	approximately 60% of stem, bark wounds covering more than 20% of stem with crown dieback crown and stem rot with a weakened imbalanced crown.
How many trees that are NOT diseased will be felled?	none
Is it possible to share the plans and a detail of the trees to be felled please? I would love an alternate survey by an independent tree surgeon please	A plan showing the location of the diseased trees and the replacement sites can be found on the following link. https://www.swansea.gov.uk/activetravelschemes
If so many trees are diseased and dying and need to be felled, then why aren't you prioritising keeping all the others?	I'm not sure what the question is asking? We are prioritising the retention of the other trees. I have been working with highways on the best way to avoid damage to any healthy trees and where specific high priority should be given to the tree root area
Replacement Trees	
Questions	Response
What sort of trees will be used to replace current trees? It would be nice to have British broad leaf instead of tiny alternatives	Most British native trees are not particularly good street trees. My choices were; Tilia cordata – small leaf lime Acer rubrum 'scanlon' – Red Maple Acer campestre 'streetwise' – field maple Betula utilis jacquemontii – Himalayan birch Malus hupehensis – crab apple Crataegus x lavallei – hybrid cockspur thorn This is a mix of large species and smaller species for the different locations though full planting scheme has not yet been drawn
Would the number of replacement trees relate to the age of the trees, and depend on the diameter of the trunk?	No, I would hope that all available spaces where a tree can be planted are used in the scheme. Please be aware that utilities are present and may impede planting at some locations
[Replacement] Planting?? Or Trees?	trees
What about plane trees which seem to do well in urban environments?	These trees are good for urban environments but there are associated problems with the species including large leaf size that can block gutters and

	eventual immense size. If you look at the trees we have planted along the road in the last 15 years all have done well, these include some of the above list plus some other species
Can we have sight of the list of proposed trees, please?	See above although as I have said this has not been designed yet and I would expect to discuss species with the landscape designer who carries this out.

Other Queries	
Questions	Response
<p>Have you produced a tree survey and will this be made public??</p> <p>Can we have sight of the tree survey, please, and a site visit to discuss, please?</p> <p>Can you confirm we can have the Tree report, and a site visit to discuss?</p> <p>Can we have a list of the trees that are there now please</p>	<p>I'm not entirely sure we will make the tree survey public but all the relevant information is included in the plans that Alan has.</p> <p>I am willing to look at the trees on site with anyone with any Arboricultural background who can identify what I am referring to</p>
<p>If these trees are so dangerous - why are [they still there]?</p> <p>If trees are so dangerous - why have they not been felled yet? Ash trees on Mayals Rd?</p> <p>If so many trees on the Mayals Road suddenly need to be removed due to disease, why have these not been removed before? Trees may be replaced, but will take years to mature and grow into a lovely canopy again. So sad.</p>	<p>As stated above we inspect the trees every year. Some of the trees have been monitored for a few years but the degradation in their decaying areas this year was noticeable. The survey this year was in the summer, we consider removal within 12 months for a tree with an 'essential' categorisation as correct. If the scheme does not go ahead for any reason, my team will be removing these trees before next summer. With trees like the rowans we would keep them as monitor until they were completely dead. As stated before, we are using the scheme to provide funding to replace these almost dead trees. Same can be said for the ash</p>
<p>When would they remove them if not for this [cycle route] plan?</p>	<p>Within the next 6 to 8 months</p>
<p>What has the council done to protect the trees from those disease?</p> <p>Can those sick trees be treated? It will be a shame to lose them.</p> <p>Have Swansea council tried every other avenue to treat these diseased trees? Felling should be the final solution</p>	<p>There is no means to stop Ash die back or treat it. It is spread by airborne fungal spores. The other diebacks, decays, diseases and structural faults cannot be treated as such and are a natural part of a trees life. We manage their die back and at some point make the decision to remove the tree for public safety.</p>
<p>Are there any limes on Mayals road near Westport Avenue junction?</p>	<p>No, Westport Avenue has mature Planes, a healthy ash and a newer planted hornbeam around the entrance to it.</p>
<p>For the layman, please could you describe the physical indications of the tree diseases you have mentioned?</p>	<p>For the 6 dangerous trees you will see at the base of the tree large holes, large areas of exposed heartwood that is cracking and splitting where bark should be, fungal fruiting bodies growing up the trunk. Higher on the trunk</p>

	<p>you will see areas of peeling bark, areas that have lost bark, cavities and decay pockets.</p> <p>For the rowan trees you will see that the tree is mostly deadwood with only a very small amount of leaf at the very tips of the highest branches. It may be hard to see now that the trees have lost their leaf but we did take photos back in the summer when we surveyed.</p> <p>For the ash it is a little harder for the layman to see what ash die back looks like until the tree is practically dead or in category 4. Outward signs of a tree with ash dieback may include, an increased amount of twig drop and larger twig drop scattered about under the tree, die back of the growing tips of the tree with increased growth of upright growing shoots along the branches that may give the outward impression that the tree crown is 'leafy'. The main thing to consider though is the overall vigour and leaf cover of the crown. A healthy mature ash tree would almost completely block out the sky if you looked up underneath one. It's a judgement call made from experience to estimate how much leaf cover a particular tree may have lost.</p>
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The following feedback was also received during the session regarding the propose removal and replacement of trees;

- why are we going to listen to a council officer about the trees and not an independent expert
- If trees are to be removed does it not provide an opportunity for much more sophisticated and environmentally sensitive provision with pedestrians and cyclists in mind, especially at these key crossing points
- Replacing mature trees (even if diseased) with new plantings reduces the carbon capture for the next 40 years or so.
- If this gentleman is a council employee then an independent expert should be brought in.
- Has there been a secondary tree survey by an independent body - which is required by law
- I think that people are saying is indigenous tree that will thrive.
- There is absolutely no point in doing this without a detailed survey
- Swansea air quality is above WHO guidelines... trees absorb CO2
- It is a tree lined road with lots of diesel fumes which does not help the health of trees.
- I don't support the felling of trees even 5 years before the end of their life- we need their oxygen and we need to get to carbon zero- felling trees any earlier than they have to be, is not the way to go.
- You have marked trees outside our house. THEY ARE NOT DISEASED.

- Trees cannot be felled for cyclists - sheer madness
- We were initially reassured that mature trees would not be affected - but then told that 19 diseased trees of various ages and sizes would need to be cleared.
- It is assumed that the trees lining Mayals Road have tree preservation orders placed on them, since the trees predate 1877, and cannot be removed unless they are causing an existing safety concern.

Wider Environmental Concerns

Air Pollution and emissions	
Questions	Response
What about the air pollution caused by the blockage of traffic? Taking trees down will have a detrimental effect on this AONB. what is Chris Lindsey, Team Leader's opinion about this Page 141	The proposals are designed to promote more sustainable modes of transport. However, this has not been done at the expense of maintaining two way flow on Mayals Road. Overall there will be an increase in the numbers of trees lining Mayals Road, replanting the diseased trees will be at a ratio of over two to one with infill planting on sites where trees had previously been felled due to their condition.
Any carbon offsetting? You mentioned wellbeing act not clean air strategy	This calculation has not been undertaken.
How can Swansea Council justify spending £1.8 million on Mayals Rd since the council declared a climate & ecological emergency? Air pollution is a problem in Swansea (according to WHO)	The scheme has been valued at £800k and is funded by Welsh Government through their Active Travel Programme. The overall ambition of this is to create an environment where the population feel secure in travelling by more sustainable means.
As this is a 'green scheme' is anything being done to offset the huge amount of carbon which will be produced during construction?	The contractor will be selected from a shortlist of local contractors to assist and will be encouraged to source local materials to help minimise the carbon footprint of the works.
Has the impact of possible increased carbon emissions as a result of traffic delays arising from the narrowing of the road been considered?	It is not anticipated that the narrowing of the road will lead to an increase in congestion. Whilst there is the potential for occasional wide loads, general traffic, including buses and hgv's can travel safely and freely on a 6m carriageway. The introduction of parking restrictions will also assist in ensuring the smooth flow of traffic..

**To/
Councillor Elliot King
Cabinet Member for Children
Services**

BY EMAIL

cc: Cabinet Members

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Scrutiny

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SPC/2020-21/7

22 April 2021

Summary: This is a letter from the Scrutiny Programme Committee to the Cabinet Member for Children Services following the meeting of the Committee on 16 March 2021. It is about delivery of the Council's Children & Young People's Rights Scheme. A response is required by 13 May 2021.

Dear Councillor King,

Scrutiny Programme Committee – 16 March

Thank you for attending the Scrutiny Programme Committee on 16 March 2021, in which we considered progress with the implementation of the Children & Young People's (CYP) Rights Scheme.

Since adoption and launch of the Scheme by Cabinet in 2014, representing a formal public commitment to Children's Rights, the Committee has been reviewing progress each year, supported by the production of an annual report. The Committee however, last reviewed it in November 2018, with the pandemic delaying ability to review further until now. This scrutiny ensures monitoring and challenge to work undertaken, compliance with the Council's duty to have due regard to the United Nations Convention on the Rights of the Child (UNCRC), the way the CYP Rights Scheme is being implemented and embedded across the Council, and assessing its impact on children and young people.

The Committee was provided with a progress report reflecting on period September 2018 – March 2020, as well as a ‘bridging’ report looking back at last year and impact of the pandemic. We recognised the part played by former Cabinet Member, Councillor Sam Pritchard, who oversaw this work during most of the reporting period discussed. The ‘bridging’ report covered lessons learned over the last year, in which we also noted the restructuring and remodelling of children’s rights work, and included a proposed draft of Children and Young People’s Rights Scheme 2021-23 that will be consulted upon later this year.

We are grateful to the lead officers, particularly our Children’s Rights Coordinator, Katie Spendiff, for their contribution to the session, who in addition to the written material provided spoke in detail about the progress, achievements, and impact made, as well as current issues and challenges. The Committee was very impressed with the passion that officers displayed when talking about this work.

This letter reflects on what we learnt from the discussion, shares comments and views of the Committee on how well the Rights Scheme is being put into action and the embedding of Children’s Rights across the Council, and highlights any outstanding issues / actions for your response - main issues summarised below.

The Committee was particularly interested in how children’s rights have been protected over the last year. We heard about work carried out and efforts to ensure continued interaction with children and young people, who have been greatly affected by pandemic. Officers were proud of the way in which Council services were quickly adapted and tailored during the pandemic to continue to provide information, advice, and support services to children and young people, making greater use of digital tools / social media to improve accessibility to services. Swansea’s Play Service continued to support children’s right to play and relax. We also asked about how rights coming out of the school environment are having a wider impact across all aspects of life, including relationship with the work of the Council and services. We noted many examples of engagement practice during lockdown, including a first in terms of young people’s involvement in interview panels, participating in both the recruitment of Head of Child and Family Services and the Director of Education.

The Committee asked whether there were specific areas of concern, or that need focus on, as we come out of lockdown and focus on recovery. We noted that children and young people have been able to share their experiences through consultation exercises, which has helped to map the issues and challenges, and informed actions taken by the Council and schools. The major concern has been that for those who may be traditionally disadvantaged, the pandemic has exacerbated inequalities, and worsened the well-being and mental health of children and young people with enforced restrictions on rights. Reaching the most vulnerable is an ongoing challenge.

Digital inclusion is also still an issue for many. One of gaps in engagement and involvement identified was around bringing children and young people closer to decision-makers, particular direct dialogue with the most senior councillors and officers. We noted efforts would be made in the coming year to explore and co-produce appropriate ways to increase the accessibility of decision-makers to children and young people and the opportunities for meaningful engagement in the decisions that affect them. We also must build on the fact that 16 and 17 year olds can now vote in local elections and need to improve understanding of the work of the Council, local democracy and politics at an earlier age so they can make informed choices, and value their involvement and input across the Council.

We also heard how the experience has informed thinking about how we can best engage in the future, and make sure the CYP Rights Scheme remains fit for the purpose. We were pleased to hear that work done on reviewing and refreshing the CYP Rights Scheme and current development of a new draft as an accessible 'plan on a page' that has received praise from the Children's Commissioner for Wales who has held it up as an example of good practice to share with others. We were told that the new draft is better aligned with national principles for a rights based approach to children that will help embed a whole-Council approach and will be supported by an action plan that can evidence of tangible outcomes, with better ability to benchmark and measure / monitor performance. We welcome this and understand there will be consultation on the draft during 2021.

We were told that a review and restructure of the Council's Life Stages Team, which has remit for the co-ordination of children's rights, along with the re-launch of Swansea's Children's Rights Network, has refined focus on partnership, rights-based policy and involvement of stakeholders, to support inclusive rights based practice moving forward. This should also better enable the voice of children and young people to be heard. We noted that in response to survey feedback and engagement work with children, young people and practitioners, a 'Right of the Month' approach is to be trialled as a council wide mechanism for engaging children and young people in matters that affect them. Resources and consultations will focus on a particular right and resources circulated through social media, the Children's Rights Network and to individual schools for use.

We talked about one of the features of our Rights Scheme and commitment to extend existing good rights-based practice, by rolling out a city-wide commitment to UNICEF's Rights Respecting Schools Award. We acknowledged that significant progress has been made since 2014 in engaging and supporting schools through this journey, with the participation of 98% of schools, and 20% achieving Gold status. We noted that further work, which has been delivered in partnership with UNICEF, has been affected by the pandemic; however, it is expected there will be a new way of working on children's rights, with the development of the new curriculum and understanding that ESYTN inspections will cover this aspect of individual school

performance within their review framework. Committee members felt that schools should be encouraged to reflect their commitment to embedding children's rights and being 'rights respecting' in any school prospectuses and communications, if not already doing so. It would be good to have a UNCRC champion in every school.

In conclusion, the Committee commends the excellent annual report and work carried out over the last year, and welcomes the planned improvements and actions to address identified issues and challenges.

Your Response

We hope that you find the contents of this letter useful and would welcome any comments on anything within, however would ask you to provide a formal response to the following issue:

We look to forward to the next progress report and demonstrating how children's rights have been embedded across the Council. As part of your plans, you particularly mentioned an ambition to ensure all departments challenge themselves and consider how children and young people can be involved, for example in the process of recruitment and developing policies, and where they are involved ensuring that they are given feedback to show young people that their views are valued in that process. There should be a mechanism in place to ensure this happens on a regular basis across the Council that is more than a tick-box exercise. Can you share with us your thinking as to how this might be achieved?

Please provide the response to this and any other comments about our letter by 13 May. We will then include both letters in the agenda of the next available Committee meeting.

Yours sincerely,



COUNCILLOR PETER BLACK

Chair, Scrutiny Programme Committee

✉ cllr.peter.black@swansea.gov.uk

Councillor Peter Black
Chair – Scrutiny Programme Committee

BY EMAIL

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Our Ref: EK/KH
Your Ref:
Date: 11 May 2021

Dear Councillor Black

Thank you to members of Scrutiny Programme Committee who took the time to listen and hear the progress made in relation to Children's Rights work in Swansea. Even in challenging times, Swansea Council remains committed to doing what is right and best for young citizens in Swansea, in their efforts to recognise, respect and fulfil children's rights, outlined in the United Nations Convention on the Rights of the Child.

In response to your question, *'As part of your plans, you particularly mentioned an ambition to ensure all departments challenge themselves and consider how children and young people can be involved, for example in the process of recruitment and developing policies, and where they are involved ensuring that they are given feedback to show young people that their views are valued in that process. There should be a mechanism in place to ensure this happens on a regular basis across the Council that is more than a tick-box exercise. Can you share with us your thinking as to how this might be achieved?'* the following actions are being taken forward over the next 12 months:

1. Formally consult on the plan of a page of the Children and Young People's Rights Scheme

Substantial work has been undertaken to co-produce an updated Swansea Children and Young People's Rights Scheme, initially adopted in 2014. The refreshed plan on a page of the Children and Young People's Rights Scheme in Swansea aligns to the Right Way principled approach that is being embedded nationally, enabling clear guidance and tangible benchmarks for council departments to embed a whole council approach and evidence outcomes that can be measured locally and nationally. Re-development and re-design of Swansea's Children and Young People's Rights Scheme helps to cement participation as a core element of embedding rights based practice and includes tangible benchmarks for the engagement and involvement of children and young people in decisions that affect them, encourage Council officers to utilise and adhere to the National Participation Standards for children and young people. This draft scheme has been co-produced, taking account of previous extensive work with children, young people and practitioners on what a new Scheme should look like, and is ready for formal consultation along with plans for engagement work on formalising forum mechanisms for children and young people to be heard (see below).

A robust action plan will be developed to support the Children's Rights Scheme. Developed and monitored by the Children's Rights Network Policy Group, the action plan will incorporate data from Swansea's response to the UN Call for Evidence, treaty tracker recommendations and feedback from children and young people and practitioners to provide an overarching framework for embedding rights. As a part of its co-production, the Children's Rights Network Policy Group will also give consideration to how this action plan will be reported on by Council departments, so that a more accurate picture of a whole council approach to embedding children's rights is reported and monitored.

2. Co-produce a formalised structure for the inclusive and effective engagement of all children and young people in Swansea

Local Authorities have a duty to promote and facilitate participation by children and young people in decisions which might affect them. The legal basis for this duty is Section 12 of the Children and Families (Wales) Measure 2010. It requires local authorities to *make such arrangements as they consider suitable to promote and facilitate participation by children in decisions of the authority which might affect them, and to publish and keep up to date information about its arrangements.*

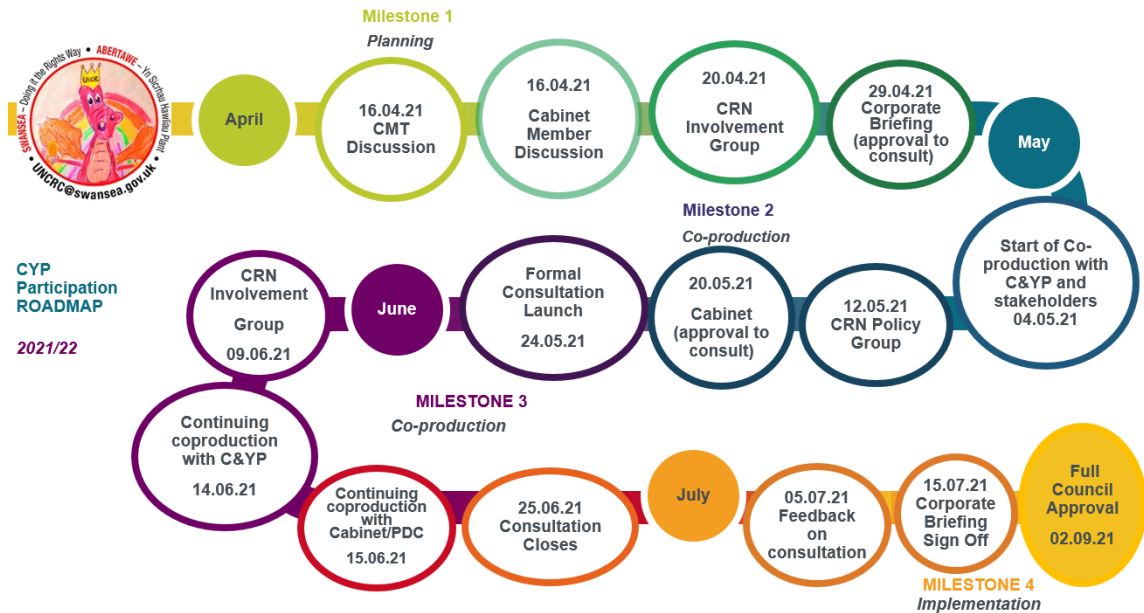
Evidence demonstrates how the pandemic has exacerbated existing inequalities, having a devastating impact on children's rights, well-being and futures. Key concerns included more children being pushed into poverty, an observed widening of educational inequalities and worsening mental health especially for vulnerable children and young people. Therefore one of the recommendations going forward is to ensure we formalise structures for the inclusive and effective engagement of all children and young people, ensuring that these opportunities must:

- Increase the accessibility of decision makers to children and young people;
- Increase the number of opportunities for children and young people to meaningfully engage with decision makers in decisions that affect them;
- Be inclusive to those who would be traditionally be marginalised from civic participation, e.g. children and young people who possess protected characteristics

The establishment of formal mechanisms for listening to children and young people requires a co-productive approach to development. The Children's Rights Network Involvement Group led by Swansea's Children and Young People's Partnership and Involvement Officer will oversee engagement of all stakeholders affected to ensure any forum/mechanisms developed are inclusive, meaningful and operate in a way that aligns to the National Participation Standards for Children and Young People.

This work is one of the key principles outlined in the draft Children and Young People's rights scheme, under Participation, and as such a dovetailed approach to both the co-production of forum mechanisms and the participation element of the Children and Young People's Rights Scheme is required.

A timeline and key milestones for both actions above is outlined below:



I hope that this information addresses the committees' questions and we will keep you updated and involved in the progress and look forward to reporting on the development of this key infrastructure work in the annual reporting process 2021/22.

Yours sincerely

Y Cyngorydd/Councillor Elliott J King

Aelod Y Cabinet dros Wasanaethau Plant/ Cabinet Member for Children's Services Services



**To/
Councillor Andrea Lewis
Cabinet Member for Homes, Energy
& Service Transformation**

BY EMAIL

cc: Cabinet Members

*Please ask for:
Gofynnwch am:*

*Direct Line:
Linell Uniongyrochol:*

*e-Mail
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*Our Ref
Ein Cyf:*

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Scrutiny

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SPC/2020-21/8

05 May 2021

Summary: This is a letter from the Scrutiny Programme Committee to the Cabinet Member for Homes, Energy & Service Transformation following the meeting of the Committee on 13 April 2021. It is about progress with the delivery of the Council's Homelessness Strategy. A formal response is not required.

Dear Councillor Lewis,

Scrutiny Programme Committee – 13 April

Thank you for attending the Scrutiny Programme Committee on 13 April 2021, in which we considered progress with the implementation of the Homelessness Strategy 2018-22, since adoption by Cabinet in November 2018. This built upon your report and discussion at the Council meeting in March. We are also grateful for the contribution of lead officers to our discussion on progress, achievements and impact, as well as current issues and challenges.

Scrutiny was able to influence the development of the Strategy during 2018, through both our Homelessness Scrutiny Working Group, and the Committee's consideration of the draft Strategy prior to agreement. When the four-year strategy was agreed, no one could have predicted that we would soon experience a global pandemic and health crisis. The Committee wanted to explore how the new Strategy has delivered improvement to services, advice and support, both in preventing homelessness and dealing with it where it exists; and what impact the pandemic has had.

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This letter reflects on what we learnt from the discussion, shares comments and views of the Committee on progress with the delivery of the Homelessness Strategy at its mid-point stage, and highlights any outstanding issues / actions for your response - main issues summarised below.

Key findings from our discussion:

- You reported good progress across the five key objectives that were set to meet the aims of the Strategy, with high levels of homelessness prevention being maintained, helped by what you felt to have been some of the best partnership working experienced, and some additional support to tackle homelessness during the pandemic. You also highlighted that pressures on homelessness and support services are expected to rise, along with increased demand for affordable and secure, social housing, however were confident that the Strategy remains robust and fit for purpose to deal with forthcoming challenges.
- The pandemic has affected some of the priorities and plans within the Homelessness Strategy agreed in 2018. However overall the pandemic has effectively accelerated plans to tackle homelessness with a level of urgency, which has seen the suspension of the 'Priority Need' test, seeing a dramatic fall in the number of rough sleepers since the start of the pandemic. However, this has meant an increase in the number of people placed in Bed & Breakfast (B&B) and other temporary accommodation, many of whom would not have normally qualified for assistance under existing homelessness legislation. Additional costs have covered by the Welsh Government's Emergency COVID Fund. We noted that it is possible that the Welsh Government will enact legislation to abolish the 'Priority Need' test. If this happens, there will be an impact on current policy around housing allocations and points system, and put pressure on resources. We noted that there are now around 2-3 rough sleepers compared to around 15-20 during 2019, but were concerned that numbers may rise as we come out of the pandemic.
- Given the unsuitability of B&B accommodation and pressures on the service, there is a need to increase the supply of one bed, permanent, affordable, accommodation. The Council successfully bid for £5.4m from the Welsh Government's Phase 2 Homelessness capital funding to increase the amount of one bed accommodation. This will be delivered in partnership with local Registered Social Landlords (Pobl, Family Housing and Coastal) through a number of schemes that will provide between 70 to 80 additional units of permanent accommodation, available for homeless people, during 2021. This funding will also help to provide additional support, with a particular focus on rapid rehousing, mental health and substance misuse. A review of temporary supported housing provision is also being carried that should help to shorten the time-period from temporary accommodation to permanent housing to break the cycle of homelessness.

- In reducing the number of people sleeping rough during the pandemic the Council has also been able to provide support to all people who required it, including those with no recourse to public funds. This is in line with national guidance that all homeless people are to be considered vulnerable during the pandemic and therefore in priority need. We were pleased to hear no one has been left behind.
- Included in a list of priorities for 2021/22 are on-going negotiations with the Home Office to agree staggered asylum seeker move on from Home Office accommodation following a positive decision on refugee status, in order to reduce strain on temporary accommodation and allow a planned approach to refugee move on. With Swansea being one of four dispersal areas in Wales, we were keen to see improvement to the way asylum seekers and refugees can be dealt with, in a joined-up way, given the issues they face.
- To support efforts in ensuring service users are at the centre of service deliver you have embedded a PIE approach (Psychologically Informed Environment) within the Homelessness Service, which has enabled services to be delivered in a trauma informed, person centred way. The Homelessness Service successfully bid to be part of pilot project training from Cymorth Cymru for staff. Staff from Housing Options, the Tenancy Support Unit and the Council's Rents Team have all received this training. We discussed the benefits of this approach, in the way we deal with and treat people and understand their situation, and look forward to hearing further about how it has made a difference.
- The Committee has previously been concerned about the impact of homelessness on children and young people, and / or being subject to constant moving, on their education. We sought some assurance that there is a joined up working across the Council, and with partners, and measures in place so that no one falls through the gaps in terms of education provision. You spoke about the development of a Youth Homelessness Charter, the particular support to care leavers, the focus on not placing families in B&B accommodation, looking at housing provision beyond one-bed units, the involvement of housing in social services case conferences, and efforts to avoid moving children around schools unnecessarily.
- When we discussed the draft Strategy in 2018, we welcomed the plan to carry out a feasibility study to look at developing a holistic "solutions centre" for services for rough sleepers, to improve facilities for those who are vulnerably housed and sleeping rough. We noted that the pandemic has led to a re-evaluation of what is required, along with the impact of other service developments being undertaken by Health and the voluntary sector in the city centre. We asked about current thinking on how this may be taken forward, and whether Council plans for a city-centre public hub may provide space for some sort of 'solutions centre', including the

housing options service, in addition to the development and expansion of the Ty Tom Jones temporary supported accommodation scheme. On Ty Tom Jones, you reported that the new project has shown success in adopting a rapid rehousing approach with improved engagement and outcomes, and funding identified from Housing Support Grant will enable the project to continue during 2021/22, and be increased by an additional four units bringing the total to 24. We were told that, in addition, all homeless households are currently placed in temporary accommodation, and services have been enhanced to ensure individualised support is available for all who require it. You felt that the expansion of Ty Tom Jones, with its focus on rapid rehousing, would provide the opportunity to look at increasing the amount of services that are delivered at this location. This could include space for drop-in services and facilities for those in less flexible accommodation such as B&B. Whilst you would consider potential for housing services and/or associated multi-agency support to be included in any community hub base in the city centre, you stressed the focus was on improving outreach. Thinking has very much moved away from developing a 'solutions centre', but you will continue to listen to service users to help inform future direction.

- It was good to hear that homelessness people, as a vulnerable group, have been prioritised for COVID vaccinations and you indicated that the roll-out has gone well, with special mobile units set up over a number of days. We understand that around 40% of those offered a vaccination have had one but further efforts are being made to improve upon this.

In conclusion, the Committee was very impressed with the work that has gone to deliver homelessness services and support, in the face of difficult challenges. We praise the hard work of all staff in responding to the challenges created by the pandemic, adapting to changing priorities, increased pressures and changes in service delivery, and working together to deal with homelessness. We thank those in housing services and all partners for their work. We noted there has been a shift in the public's perception of homelessness, with greater awareness of the problem, sympathy and willingness to support rough sleepers as a priority. We hope that continues to be the case.

Of course, how we move forward from the pandemic, and avoid a return to rough sleeping, is a big question, given expectations of an increase in the numbers of people who will require advice and assistance for homelessness and housing related support, along with increased demand for affordable and secure, social housing. It was clear that this would not be sustainable without continuity of additional funding, which we hope is forthcoming that will show a permanent, not temporary, national commitment to tackling homelessness. We do need a long-term solution to move away from reliance on B&B accommodation to more sustainable housing, and ability to focus on rapid rehousing to prevent further homelessness with wrap around multi-agency support.

We asked how sustainable the situation is for individuals who may have benefitted during the pandemic, but as we come out of lockdown, the additional support may no longer be available. There will also be people facing hardship with the ending of financial assistance schemes such as furlough and fall-out from the pandemic in terms of mental health, substance misuse and domestic abuse that we will need to support.

You talked about strong partnership working. We noted that the focus on a Housing First approach has seen the integration of mental health support and outreach, funded by housing. However, the relationship with Health around mental health support provision and issues around future funding need to be monitored closely to ensure it is a collaborative effort, to avoid pressure and financial burden falling disproportionately on the housing service. Early intervention is going to be invaluable in helping people to sustain permanent housing, to prevent more complex problems and things reaching a point of crisis. You mentioned close working by housing with Health, not directly linked to the Homelessness Strategy, being developed around tackling substance misuse – something the Committee would be interested in hearing more about in due course. We felt that key to tackling homelessness and meeting the challenges identified, was sustaining the partnership working, particularly with our local Registered Social Landlords. We were pleased to hear that there has been increased flexibility in some forms of accommodation regarding pets, which we have known to be a barrier to accessing housing for many homeless people. You told the Committee that you were confident of continuing effective partnership working with Health and others.

Your Response

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

Yours sincerely,



COUNCILLOR PETER BLACK

Chair, Scrutiny Programme Committee

✉ cllr.peter.black@swansea.gov.uk

Agenda Item 11



Scrutiny Programme Committee – 18 May 2021

Date and Time of Upcoming Scrutiny Panel Meetings

18 May – 15 June

- a) 19 May at 10.00am – Natural Environment Performance Panel
- b) 25 May at 2.00pm – Swansea Bay City Region Joint Scrutiny Committee
- c) 25 May at 4.00pm – Child & Family Services Performance Panel
- d) 2 June at 4.00pm – Adult Services Scrutiny Performance Panel

Meetings will be held remotely via MS Teams