



Report of the Head of Highways and Transportation
Economy, Environment & Infrastructure Policy Development
Committee – 21 January 2021

Sustainable Transport Strategy

Purpose: The report presents the proposed actions for the development of a Sustainable Transport Strategy.

It is recommended that:

1. The current Green Fleet Strategy is scheduled for the 3 yearly review at the PDC late 2021 or early 2022.
2. PDC endorse the need to develop a new Grey Fleet policy as part of the wider Sustainable Transport Strategy and include this in its forward work plan.
3. PDC endorse the need to develop a Street Lighting Policy and that a further report is to be presented to PDC in due course.
4. A further report is presented to the PDC once the Welsh Government consultation on the development of Llwybr-Newydd (the new Wales Transport Strategy) has ended.

Report Author: Stuart Davies

Finance Officer: Ben Smith

Legal Officer: Pamela Milford

**Access to Services Rhian Millar
Officer:**

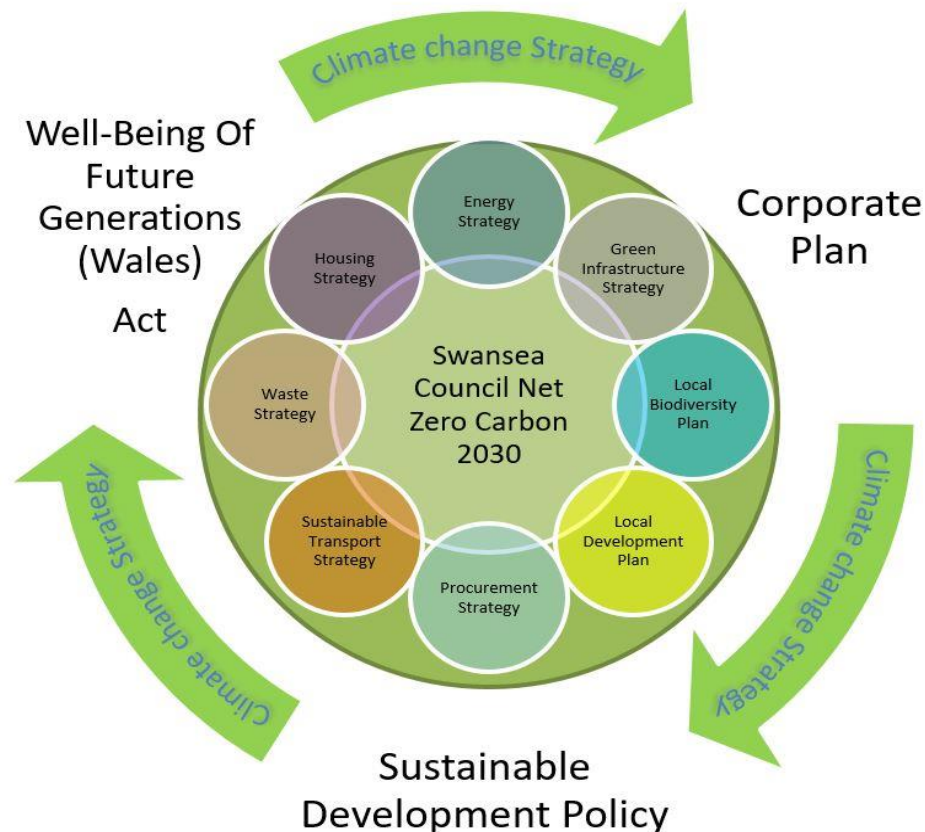
1.0 Introduction

- 1.1 On December 3rd 2020 Cabinet was presented with a report highlighting a recommended approach to deliver upon Council's commitment to its Climate Emergency Declaration.
- 1.2 To enable the Council to continue to make progress one of the key actions from the Notice of Motion (NoM) was to review the current policy

framework and how this could contribute to the achievement of net zero carbon and climate emergency response

1.3 Over 100 Council policies were reviewed and these were distilled down into 8 key themes and a policy framework as outlined in the pictogram below.

1.4 Policy Framework Pictogram



1.5 Grouping key policies into a framework helped identify “gaps” and it was proposed and accepted that in line with other strategic groups, a Sustainable Transport Strategy would be a valid addition.

1.6 A further recommendation of that report was that the commitment to addressing climate change be broken down into two clearly defined work streams.

Work Stream 1. Swansea Council striving for net zero carbon by 2030 on its own in scope emissions.

Work Stream 2. How the City and County of Swansea, its major employers, its citizens and businesses can achieve net zero carbon by 2050.

1.7 This report sets out the position of the Sustainable Transport Strategy with particular regard to work required as part of Work Stream 1.

2.0 Sustainable Transport Strategy

2.1 The previous recommendation to Cabinet was that;

“A Sustainable Transport Strategy is developed, having identified the need to collate activity into one document – current projects already include Green Fleet Strategy, Business Travel Review and LED Lighting Replacement Programme”.

2.2 These three themes will all contribute to our 2030 target and are at different stages of development.

Theme	Policy Exists	Work Underway
Green Fleet	Y (review 2022)	Y
Business Travel Review	N	Y
LED Lighting	N	Y

2.3 This approach will allow the Council to integrate and further develop these and other initiatives, as part of one single sustainable travel and transport strategy.

2.4 Whilst the initial focus is on the elements which contribute to the 2030 targets, other work streams which are continuing in parallel, (for example Active Travel, EV charging infrastructure and the South West Wales Metro programme) will be brought into this strategy in due course.

2.5 The reason for this two stage approach is that Welsh Government are progressing the development of Llwybr-Newydd (the new Wales Transport Strategy) which is currently out to consultation. It is intended to develop the local and regional work programmes that align to this overarching strategy with an indicative timescale being May 2022

3.0 Position Statements

3.1 Green Fleet.

3.2 In terms of policy, the Green Fleet Strategy is the most complete of these work pieces. The Green Fleet Strategy was agreed in Dec 2018 and is committed to reducing fleet emissions by 5% each year. This would result in a 50% reduction to 2030, a saving of 2,350 t/CO2.

3.3 These targets are considered to be challenging but achievable although much will depend upon technological developments. Whilst the Council has made good progress in replacing smaller vehicles with electric variants, larger vehicles have previously been considered less

appropriate. However that is a developing area which the Council will continue to monitor.

- 3.4 The Green Fleet policy is scheduled for a three yearly review which will be scheduled for 2022. A copy of the current strategy is available via the following link (and as an Appendix):

<http://democracy.swansea.gov.uk/documents/s52118/16%20%20of%203%20Green%20Fleet%20Policy%20Appendix%20A.pdf?LLL=0>

NB: If the above link does not work, please copy and paste into your browser address bar.

- 3.5 It is recommended that the review of the Green Fleet Strategy is scheduled for the PDC late 2021 or early 2022.

3.6 Business Travel Review

- 3.7 During 2018 the Council undertook a review of business travel arrangements with particular regard to 'staff travel', where staff use their own vehicles for business travel and are reimbursed via mileage claims. This is widely referred to as the Grey Fleet.

- 3.8 The Business Travel Review (2018) highlighted that:

- In 2017-18 circa 2.5 million miles were undertaken by the Grey Fleet
- The associated financial cost with this was £1.2 million;
- This would also account for almost 700 t/CO₂e (tonnes of green house gases);

- 3.9 The recommendations from the review suggested that significant savings were achievable both financially (£200k+) and in terms of t/CO₂e (in the region of 300 tonnes).

- 3.10 To achieve these savings a suite of recommendations was proposed which centred around:

- Introducing a Travel Hierarchy to reduce Grey Fleet miles;
- Improved pool car provision (potentially via a 'car club');
- Reducing the need to travel by better use of technology;
- Promoting walking, cycling and public transport alternatives; and
- Reducing actual travel through behavioural change.

- 3.11 Whilst there was a drive by services to reduce business mileage, the recommendations as a whole were not realised before operations were interrupted by the current pandemic.

- 3.12 However, that pandemic has brought about a significant reduction in business mileage and the introduction and (broad) acceptance of new ways of working. Home working and use of technology to host meetings has now become the norm, and whilst the savings made from this

operational change will not be fully visible until after year end, a conservative estimate would suggest that savings in excess of 50% have already been achieved during the current financial year.

3.13 The overarching climate change strategy has suggested an indicative target of 300t/CO₂e and this could be achieved with the introduction of a Grey Fleet Strategy and Business Travel Hierarchy.

3.14 The challenges the Council will now face as business slowly returns to post pandemic 'normal' are:

- Understanding what the new operating model will look like;
- Introducing the most appropriate travel solutions for that model;
- Ensuring that that old practises are not re-instigated;
- Ensuring staff 'buy-in' (cultural change) for a new way of working.

3.15 It is therefore proposed that the Council develops greater clarity around the future operating model and how this is aligned with its accommodation and agile working strategy.

3.16 It is recommended that the PDC provide any initial comments and then formally review the previous findings and assist in developing a new Grey Fleet Policy which will support a new way of working. These will then form part of the wider Sustainable Transport Strategy.

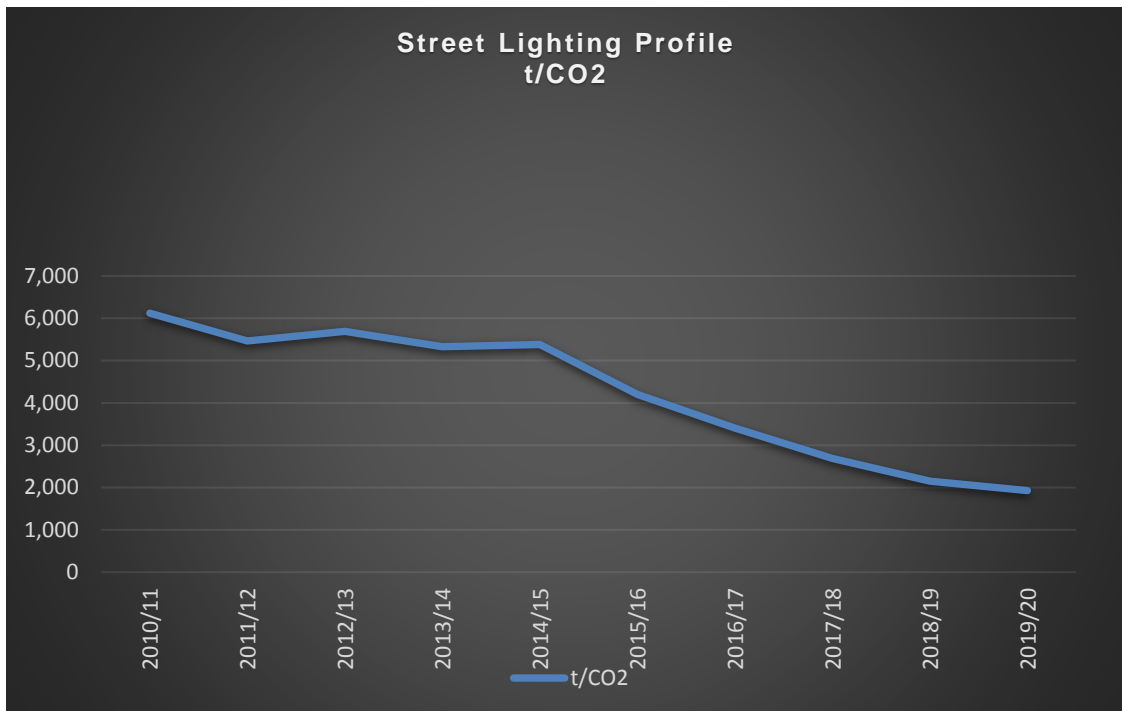
3.17 Street Lighting

3.18 Street Lighting does not have a formal policy in place and this will be addressed as part of the Sustainable Transport Strategy.

3.19 A street lighting replacement programme has been running since 2011 and the service have upgraded 21,506 street lights to LED, which represents 74% of the current estate.

3.20 In addition to the LEDs, 3,854 dimmable SONs (high pressure sodium lanterns) have been installed. This results in a total of 25,360 energy efficient lights (88.13% of our total inventory).

3.21 These initiatives combined have reduced street lighting carbon emissions since 2010/11 by 4,194 t/CO₂.



3.22 Future progress will be constrained by budget limitations. The street lighting budget has to account for energy usage in addition to maintenance and upgrade costs. It naturally follows that as energy prices rise there is less headroom for spend on maintenance and improvements.

3.23 The current programme replaces bad units with new LEDs at a rate of between 0.5% and 1% per annum. Even this rate is not forecast as sustainable beyond the next couple of years.

3.24 Achieving t/CO₂e reductions in line with our target of 20% (440 t/CO₂e) over the next ten years would be dependent upon one or more of the following occurring:

- A reduction in energy prices;
- Increased investment in a replacement programme;
- Improvements in technology.

3.25 It is proposed that an appropriate LED Lighting Replacement policy is developed and a further report will be presented to PDC in due course.

4.0 Equality and Engagement Implications

4.1 The Council is subject to the Public Sector Equality Duty (Wales) and must, in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

Our Equality Impact Assessment process ensures that we have paid due regard to the above.

4.2 An EIA screening form has been completed (Appendix 2) with the outcome that a full EIA report will be not be required at this point. This is an overarching plan that when approved will be broken down into many projects. At this point EIA's will be undertaken for each of these individually.

5.0 Financial Implications

5.1 There are no financial implications associated with this report. Any decision to commit the council to addition expenditure as part of this strategy will be subject to the relevant due consideration in line with the Council constitution and financial procedure rules.

6.0 Legal Implications

6.1 There are no legal implications associated with this report.

FOR INFORMATION

Background Papers: None

Appendices:

Appendix 1 – Green Fleet Strategy

Appendix 2 – EIA