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## AGENDA

<b>Committee</b>	ENVIRONMENTAL SCRUTINY COMMITTEE
<b>Date and Time of Meeting</b>	TUESDAY, 15 MAY 2018, 4.30 PM
<b>Venue</b>	COMMITTEE ROOM 4 - COUNTY HALL
<b>Membership</b>	Councillor Patel (Chair) Councillors Philippa Hill-John, Owen Jones, Lancaster, Lay, Mackie, Owen, Wong and Wood

*Time  
approx.*

**1 Apologies for Absence**

To receive apologies for absence.

**2 Declarations of Interest**

To be made at the start of the agenda item in question, in accordance with the Members' Code of Conduct.

**3 Minutes (Pages 5 - 20)**

To approve as a correct record the minutes of the meetings held on 14 February and 17 April 2018.

**4 Greener Grangetown - Member Update (Pages 21 - 56)**

4.40 pm

- (a) Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment has been invited to attend the meeting and make a brief statement on the item titled 'Greener Grangetown – Member Update' (if he wishes);
- (b) Officers from the Planning, Transport & Environment Directorate have been invited to attend to deliver a presentation on the item titled 'Greener Grangetown – Member Update' and answer Member questions;
- (c) Questions by members of the Committee.

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**5 Pre Decision Scrutiny of Cabinet Paper titled 'Recycling & Waste Management Strategy - 2018 to 2021' - to follow** 5.20 pm

- (a) Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment has been invited to attend the meeting and make a brief statement on the item titled 'Pre Decision Scrutiny of Cabinet Paper titled 'Recycling & Waste Management Strategy – 2018 to 2021' (if he wishes);
- (b) Officers from the Planning, Transport & Environment Directorate have been invited to attend to deliver a presentation on the item titled 'Pre Decision Scrutiny of Cabinet Paper titled 'Recycling & Waste Management Strategy – 2018 to 2021' and answer Member questions;
- (c) Questions by members of the Committee.

**6 Environmental Scrutiny Committee - Draft Annual Report** 6.20 pm  
*(Pages 57 - 102)*

- Principal Scrutiny Officer to talk Members through the Environmental Scrutiny Committee – Draft Annual Report. Members will be asked to consider the report, decide if any alterations are required and agree a final format to be presented at Council.

**7 Environmental Scrutiny Committee - Work Programme 2017/18** 6.40 pm  
*(Pages 103 - 110)*

- (a) Principal Scrutiny Officer to talk Members through the current content of the Environmental Scrutiny Committee Work Programme 2017/18;
- (b) Members will need to consider, suggest and agree future items for the Environmental Scrutiny Committee Work Programme 2017/18.

**8 Way Forward** 6.50 pm

**9 Date of next meeting**

The next meeting of the Committee is scheduled to take place on 5 June 2018.

**Davina Fiore**

**Director Governance & Legal Services**

Date: Wednesday, 9 May 2018

Contact: Graham Porter, 02920 873401, g.porter@cardiff.gov.uk

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## ENVIRONMENTAL SCRUTINY COMMITTEE

14 FEBRUARY 2018

Present: Councillor (Chairperson)  
Councillors Owen Jones, Lancaster, Lay, Mackie, Owen and Wong

## 35 : APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Hill-John and Wood.

## 36 : DECLARATIONS OF INTEREST

The following declarations were received in accordance with the Members Code of Conduct and the Local Government Act 1972:

Councillor Patel	Item 4	Non-Executive Board Member of Cardiff Bus
Councillor Lay	Item 4	Non-Executive Board Member of Cardiff Bus
Councillor Michael	Item 4	Trustee of a Charity that has a commercial waste contract with the Council

## 37 : DRAFT BUDGET PROPOSALS 2018/19 - CORPORATE OVERVIEW

The Committee received a report setting out the context for scrutiny of those sections of the Council's Draft Corporate Plan 2018 to 2021 and the Draft Cabinet 2018/19 budget consultation proposals which relate to those functions under the remit of the Environmental Scrutiny Committee. The relevant Cabinet Members were invited to attend, supported by officers.

Members were advised that in July 2017 the Council's new administration set out a policy programme and associated delivery commitments entitled 'Capital Ambition' which established the Cabinet's key priorities for the municipal term and actions to drive the city's economy forward, whilst ensuring the benefits are felt by all residents. The Corporate Plan and Well-being Plan are key documents in delivering Capital Ambition as they translate the administration's priorities into deliverable organisational objectives. The Corporate Plan is structured around the Capital Ambition priorities and seven well-being objectives and it makes clear the steps the Council will undertake.

The Corporate Plan also includes Performance Measure and targets that will enable the Council to monitor service delivery.

In terms of the budgetary position, the Committee was advised that as of 6 February 2018 the Council is facing a funding shortfall of approximately £19 million for 2018/19. In addition to the shortfall the Council has identified additional pressures within directorates of £1.474 million, bringing the total shortfall to £20.702 million. Savings of £14.296 have been identified resulting in £6.406 million to be raised from additional Council Tax, as set out below.

The directorate savings proposals of £14.296 million was shown in Appendix 2 of the report. There were:

- £1.879 million from employee costs
- £9.391 million from other spend
- £3.026 million from increased income

The Council Tax increase and savings identified account for two of the four components that the Council has identified as part of its 2018/19 budget strategy. The other two components are a 30% cap on schools non-pupil number growth and the use of earmarked reserves were accounted for.

The Chairperson welcomed Christine Salter, Corporate Director Resources and Ian Allwood, Head of Finance, to the meeting. The officers were invited to deliver a presentation which summarised the outline Welsh Government funding proposals and how these would impact on services.

The Chairperson invited the Committee to comment, raise questions or seek clarification on the information received. Those discussions are summarised as follows:

- Members noted that capital expenditure was increasing and that the cost of the increasing interest payments will come from the revenue account. Therefore, there will be less revenue to spend on core services. Officers were asked to comment and explain the risks associated, and to also comment on the use of earmarked reserves. Officers stated that the increase in capital expenditure is driven by the authority's aspirations, particularly the joint Welsh Government/Council programme of improvement to Band B funding for schools. The programme proposes £300 million of investment in Cardiff's schools and this can only be achieved with affordable borrowing. Revenue spend on capital finance is highlighted in the 2018/19 budget report. Revenue expenditure on finance equates to 16.5%. When compared to 2011/12 the proportion in 2022/23 is predicted to increase by 23.6% and as finance professionals officers must ensure that borrowing commitments can be met.
- Members asked whether interest rates are considered. The Corporate Director Resources stated that external borrowing is secured at fixed interest rates for the period of the loan. It is not possible to borrow in advance of need but it is possible to look forward 18 months in order to evaluate whether to borrow before any potential interest rate rises. The authority received advice from treasury advisors and should an interest rate rise seem likely then consideration would be given to whether we would want to borrow. Members were advised that these matters are addressed in the framework included in the budget report.
- A Member noted that risk assessed savings proposals of £12.11 million are planned. Officers were asked to clarify the £1.434 million of saving proposals for which there was no plan in place. The Corporate Director Resources stated that these are savings for which there was some level of uncertainty as to how they would be achieved, or that where there are plans were in place, there was

an insufficient level of detail.

- In terms of capital programme expenditure, Members asked whether private investment is included under the 'grants/other contributions'. The Corporate Director Resources indicated that private investment is shown in the figures under the 'private investment/other public bodies'.
- Officers were asked to elaborate on the new responsibilities placed on the Council as part of the Welsh Government final settlement. Members were advised that the new responsibilities related to Homelessness Prevention (£836k) and an increase in the residential care cap (£636k).

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

38 : DRAFT CORPORATE PLAN 2018 TO 2021 & 2018/19 DRAFT BUDGET PROPOSALS - STRATEGIC PLANNING AND TRANSPORT

*The following declarations of interest were declared in accordance with the Members' Code of Conduct:*

*Councillor Michael*                      *Trustee of a Charitable Organisation with a waste contract with the authority*

*Councillor Lay*                              *Non-Executive Board Member of Cardiff Bus*

*Councillor Patel*                              *Non-Executive Board Member of Cardiff Bus*

The Chairperson welcomed Councillor Caro Wild, Cabinet Member for Strategy Planning and Transport and Andrew Gregory, Director, to the meeting. The Chairperson invited Councillor Wild to make a statement.

Councillor Wild stated that the budget proposals recognise the importance of the basic services. The budget proposals allow for improved traffic management and recognises the deterioration of public space in the inner city. There is also a clear shift towards active travel and a commitment to invest in asset renewal. The £6 million allocated towards the development of cycling superhighways will be a step change toward active travel targets.

Members received a presentation on the budget proposals relevant to the Strategic Planning and Transport Portfolio, after which the Chairperson invited questions and comments from Members. Those discussions are summarised as follows:

- Members of the Committee considered that the new transport interchange was reliant on strategic mini exchanges being delivered. Officers were asked to explain why progress in this area has been slow. The Director stated that the authority needs to ensure that such infrastructure is delivered in a cost effective way. The Director provided an overview of the issues encountered that had resulted in the delaying of the delivery of the Waungron Road scheme.
- In terms of the extension of the 20mph speed zone – Members asked what monitoring is taking place and for further information on the process for evaluating

that monitoring. The Director stated that as part of the pilot scheme a report was presented to Council. On-going reviews by transportation teams are proposed. There is no process in place for monitoring the 20mph zones but officers were happy to investigate how monitoring might be implemented in the future. The Chairperson stated that the Committee would like to see evidence of how successful the schemes are and how progress in being monitored. The Cabinet Member stated that a report was expected in March 2018.

- Members welcomed the proposals for improvement to the cycle network. Officers were asked to clarify the implications for existing systems on the affected roads such as pay and display parking. Officers advised that pay and display machines can be easily relocated.
- Members also asked for further details of the plans for roads in the vicinity of the cycle superhighways. Officers stated that the wider cycle network is being consulted upon and the cycle superhighways are presented as part of that document. Senghennydd Road, for instance, would provide linkages from the Heath Hospital eastwards towards Newport Road. However, the scheme won't be an isolated island and will be part of the wider network.
- Members referred to the upgrade of the intelligent transport systems (cctv control room) and asked whether further upgrades in the future could be planned annually. Officers stated that the control room was operating on Microsoft software that is no longer supported. In the future, consideration will be given on working with in partnership with other organisations and using a multi-functional control room as a shared resource.
- Members welcomed the investment in the city's carriageways. However, the bulk of the investment will be made during 2018/19. Members asked whether the investment should be spread more evenly. A Member considered that the investment was concentrated on the central area and the southern arc and it was suggested that the investment could be spread more evenly across the whole of the city. The Cabinet Member stated that the authority does employ a 'whole city' approach and there are also links to the active travel and regeneration schemes. There are extra pressures in the central area and there will also be a focus on areas of deprivation. The Director stated that the authority is aware of its commuting routes are and including areas in the north of the city. A technical process measuring density of use is employed to prioritise schemes. In terms of the additional funding in 2018/19, officers advised that an additional £2.571 million is slippage; a one-off payment from the financial resilience mechanism.
- The Committee discussed the implications of a catastrophic failure of Roath Park Dam. Members were advised that following the failure of a dam in Yorkshire the Dam Act has been realigned and, an engineering assessment has reclassified Roath Park Lake in a new category. The authority now needs to act to meet the requirements of the Act.
- Line 49 – Members asked what the £212,000 of the budget proposals related to. Officers stated that the budget line related to ensuring the service area maximise income from businesses for Highways Permits, A-Frame permits, etc.



- Line 63 – Officers were asked to explain the meaning of the term ‘general planning’. Officers stated that this line related to increased productivity as a result of reduced failure demand. For example, improvements to street lighting now means that the service area will know when street lights have failed and therefore operatives who were formally carrying out routine checks can be deployed in other areas. It was estimated that this would increase productivity by 30% to 40%. Members asked whether this was a realistic expectation and questioned why it was included in the budget as a detailed plan was not in place. Officers considered that the opportunity to achieve savings was realistic and indicated that the proposal is monitored on a monthly basis.
- Line 61 – Members requested further details on the collaborate working arrangements referred to. Officers indicated that the authority was looking to collaborate with other authorities in areas such as school transport, learner travel lifeskills, a ‘scooters to primary schools’ project; whereby the authority can provide these services to other authorities.
- Line 94 – loan to Cardiff City Transport. Members asked what the purpose of the loan was. The Corporate Director Resources advised that as Cardiff Bus is a wholly owned subsidiary of the authority, they are only able to borrow through the Council. The £2 million loan is intended to be put towards the purchase of new vehicles and it is currently undergoing due diligence. Cabinet has yet to consider the full business case.
- Line 35 – Members requested further details of the bus corridor expenditure. Officers advised that the expenditure was linked to the Waungron Road bus interchange and bus corridors on Penhill and Cathedral Road. Resources have been set aside to progress the project, which has been delayed.
- Line 34 – Officers stated that there was potential for a bus interchange at UHW. The project will be funded and delivered by UHW. Discussions are ongoing
- The Committee discussed the delivery of the Waungron Road Bus Interchange. Members considered that a network of satellite hubs needs to be delivered at the same time as the Transport Interchange. Officers stated that the Transport Interchange was not directly dependent on orbital hubs; whilst there was some interdependency, the projects are not reliant.

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

#### 39 : EXCLUSION OF THE PUBLIC

RESOLVED – That Members of the public be excluded during the discussion of the following item on the grounds that the report is exempt from publication by virtue of paragraphs 14 and 21 of Part 4 and 5 or Schedule 12A of the Local Government Act 1972.

#### 40 : APPENDIX 10 - EXEMPT FEES & CHARGES

Members discussed a range of fees and charges set out in Appendix 10 of the report.

41 : DRAFT CORPORATE PLAN 2018 TO 2021 & 2018/19 DRAFT BUDGET  
PROPOSALS - CLEAN STREETS, RECYCLING AND ENVIRONMENT

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment and Tara King, Assistant Director Commercial and Collaboration, to the meeting.

Members received a presentation on the budget proposals relevant to the Clean Streets, Recycling and Environment after which the Chairperson invited questions and comments from Members. Those discussions are summarised as follows:

- Members asked what measures were in place to improve attendance and improvement efficiency in domestic waste collections. The Committee was advised that attendance was improving and if the trajectory continued approximately £50k on agency costs would be achieved. There was now a more rigorous application of attendance policies and this was being complimented by health improvement initiatives such as the Wellman Clinics. The service area has also introduced essential skills learning which has enabled upskilling in the workforce and opportunities to redeploy staff. Measures to improve efficiency included the introduction of in-cab technology and the reduction in failure demand. The Cabinet Member stated that missed collections are being reduced and efficiency is improving.
- Members asked what percentage of a reduction in sickness absence levels is required to achieve the £50k saving targeted in the budget. Officers stated that sickness absence was currently 15 days across Commercial and Collaborative Services and the aim was to reduce sickness levels to between 12 and 13 days. Members questioned whether the sickness targets were ambitious enough. Officers stated that waste operatives were at higher risk of sickness absence due to their working conditions and were therefore, more liable to sickness. Much has been done to address this issue and put in place supportive mechanisms. Officers considered that the Sickness Absence policy was applied firmly and the targets were ambitious enough.
- Line 88 – Members asked whether the additional borrowing for energy efficiency included energy efficiency measure in County Hall. The Cabinet Members responded and stated that it was incumbent on the Council to be as efficient as possible wherever it can be. The authority has 500 buildings and the Energy Team supports all them. The additional borrowing is to be invested in 'Invest to Save' schemes, the vast majority of which will be in schools.
- Lines 64-68 – in relation to business processes and digitalisation – these savings were risk rated Red/Amber and Amber/Green – the Committee asked officers to explain the inherent risks associated with these savings and how they will be managed. Officer stated that the risks were recognised and the authority will be employing a Chief Digital Officer. There was a need for consistency in terms of scheduling and management of the project. Officers considered, however, that there were opportunities to be had and the authority was committed to moving the agenda forward.
- The Committee discussed options for the delivery of a new cemetery in the north of the City. The Cabinet Member stated that several alternatives were being

considered including the possibility of using part of Thornhill Farm. Discussions with the leaseholder were ongoing and a Cabinet report on the matter is expected in the near future.

- Members referred to the £120k savings in Central Transport Services and asked for further clarification. The Cabinet Member stated that these relate to fleet rationalisation and savings from fleet purchasing.
- Line 38 – Flood Risk Prevention – Officers stated that this budget line related to small schemes in parks and allotments, and also clearing culverts and drainage.
- Line 99 – Solar Farm, Lamby Way – Members asked whether the authority would own any such facility outright and whether the power generated would be used to power fleet vehicles. Officers indicated that the authority had a significant opportunity to deliver the project, but side contracts with 3<sup>rd</sup> parties would improve the business case. Charging fleet vehicles would also bring additional benefits for the business case. The Cabinet Members stated that opportunities were being considered and a host of initiatives such as the Clean Air Strategy and new fleet vehicles were coming together would be unveiled in the near future.
- Line 57 – Trade Waste – Members asked where the additional trade identified would come from and why was this budget line risked red/amber. The Cabinet Member stated that the service has introduced a commercially competitive skip service, which has proven successful during the early stages. The authority has announced its intention to building over 1000 new Council homes in the City during this administration and these projects could potentially use the Council's skip service. Officers were aware of the need to bring in income and the Cabinet Member was confident the authority can deliver this service. Members asked how achievable the savings targets were. Officers stated that the service was currently exceeding its targets and improving its business retention. There were also other income generating projects in the pipeline and officers were confident that the income generating targets were achievable.
- The Committee discussed financial pressure bid of £523k to compensate for the reduction in recycling income. Officers stated that the figures are based on best estimates, as the markets were still fluctuating and these were expected to get worse before improving. The Cabinet Member stated that the markets are asked for improved quality of recyclables. There are elements in the budget aimed at supporting mitigation to this end, including the pilot scheme for separating glass and the auto-sorter at the MRF.

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

42 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled to take place on 17 April 2018.

The meeting terminated at 1.30 pm

*This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg*

## ENVIRONMENTAL SCRUTINY COMMITTEE

17 APRIL 2018

Present: Councillor Patel(Chairperson)  
Councillors Philippa Hill-John, Owen Jones, Lay, Mackie, Owen,  
Wong and Wood

### 56 : APOLOGIES FOR ABSENCE

Apologies were received from Councillor Lancaster.

### 57 : DECLARATIONS OF INTEREST

The following declaration was received in accordance with the Members Code of Conduct and the Local Government Act 1972:

Councillor Wood                      Agenda Item 5                      Employee of Cardiff University

### 58 : MINUTES

The minutes of the meetings held on 6 March were approved as a correct record. The minutes of 27 March 2018 were approved as a correct record, subject to the deletion of the word 'offered' from paragraph 5 on page 14 (Minute number 54).

### 59 : RECYCLING & WASTE MANAGEMENT STRATEGY - 2018 TO 2021

The Committee received a report providing an update on the Recycling and Waste Management Strategy which is due to be received by the Cabinet on 17 May 2018. The Cabinet will be asked to approve components of the Recycling and Waste Management Strategy 2015-18 and update the strategy for the next 3 years.

Members were advised that Cardiff is the best performing Core City in terms of its recycling rates. Driving recycling rates, improving operational efficiencies and reducing service costs continue to be priorities for the Council and therefore the Council will update the Recycling and Waste Strategy to respond to challenges. Members were reminded that failure to increase recycling performance year on year could result in annual fines at £200 per tonne. It was estimated that if recycling performance stayed at 60% then recycling fines could potentially reach £10.45 million annually by 2025.

Global recycling markets were also having an impact on the cost efficiency of the service. Since the Strategy was approved in 2015 recycling markets have decreased in value and demands for quality recycling has increased. This has in turn increased pressure on the service to improve the quality of separation and clean materials from both kerbside and HWRCs.

Members were advised that the updated strategy will build on the strategy; outline the planned changes to drive forward the next phase of service deliver; and is designed to meet the Council's statutory obligations and the commitments set out in the Council's Capital Ambition document.

Legislative requirements require that the Council increase recycling from 60% to 64% by 2019/20 and to 70% by 2024/25. The Council is committed to ensuring that recycling targets are secured and that cost efficiencies are maximised. The updated strategy tests the Council's compliance with recycling targets and that it is cost effective whilst obtaining high quality recycling. It will look at the areas of recycling potential and the areas to focus on to improve recycling yields across the various waste streams in order to achieve the required recycling performance.

Members were advised that a gap analysis on the 2015-18 Strategy will be used to inform the next steps. Any areas identified that are not progressing are being reconsidered. The updated strategy will focus on how the Council performance against a range of measures in order to demonstrate how the Council continues to work towards the Welsh Government 'Collections Blueprint'.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Environment, Clean Streets and Recycling and Jane Cherrington, Operational Manager, Strategy and Enforcement to the meeting. Councillor Michael stated that increasing recycling performance from 60% to 70% would be challenging and he would welcome the Committee's input in addressing this issue.

The officer was invited to deliver a brief presentation. The Chairperson then invited the Members of the Committee to comment, seek clarification or raise questions on the information received. Those discussions are summarised as follows:

- Members sought to clarify which areas the Cabinet Member felt that Scrutiny could review to held add the most value. The Cabinet Member suggested that if the Committee wished to look at best practice in other cities, and then make suggestions, then those observations may be useful and will inform decision-making.
- Members asked what input any consultation on the proposed collection methods might have. The Cabinet Member stated that engagement with the Committee or members of the public would be welcomed. Contributions to the consultation process would be 'listened to'.
- A Member commented that the goodwill of the public and Councillors was essential if recycling performance was to improve further. The Cabinet Member was asked to clarify whether the trial of separate containers for glass collection would be on a ward-wide basis or whether it would be concentrated in parts of those wards. The Cabinet Member confirmed that the trial would be conduct in areas identified within wards and not in the whole ward.
- Members asked whether the separation of glass from other recycling was the quickest way to reach the 70% recycling target by 2024/25. The Cabinet Member stated that the aim of the glass collection pilot was to secure high-quality recycling. A financial risk to improving quality has been identified and accepted. The separation of glass will also move the authority closer to the Welsh Government's waste collections blueprint. Furthermore, higher volumes and increased quality will result in higher income.

- The glass collection pilot is being undertaken on a cost neutral basis. A Member requested further information regarding the resources being committed, in particular the number of 'man hours' required. Officers agreed to provide the requested information.
- Members commented that kerbside collection did not always work well in other authorities and it was often not as efficient as Cardiff's collection method. The Cabinet Member stated that Cardiff has used the same collection method for a long time and the Council was considering ways in which collections might be modernised in order to find a better way of delivering the service. Members were advised that considerations included collections on Bank Holidays and night-time collections. The Committee agreed that a more flexible approach was needed, however, the authority needed to recognise the differences between wards in the City.
- In terms of the proposed expansion of wheeled-bin collections, Members asked whether the expansion would include terraced streets. Members were concerned that wheeled bins would create an obstruction to the footway in these areas. The Cabinet Member confirmed that it was not proposed to have wheeled bins in terraced streets as there was a tendency for residents to leave bins on the highway permanently. This scenario has been avoided previously. However, there are some areas with frontages that do not have wheeled bins at present. Members in wards affected will be consulted on the expansion of the wheeled bin scheme.
- A Member stated that litter bins in the City Centre have separation of recycling and other waste. The Member questioned whether these bins should be provided in other areas as a way of increasing recycling. Separate bins in the City Centre suffer contamination and a cultural change is going to be needed in order for on-street recycling to be improved.
- Members asked if there was an option for residents to opt-in to the wheeled bin collection scheme. Officers stated that this was not possible as collection methods are performed in rounds, so providing a bespoke service to certain residents within those rounds was not operationally possible.
- The Committee noted that global markets for recycling were shrinking and this has caused uncertainty. Members asked whether it was now time to think about how recycling could be processed locally. Officers confirmed that regional discussions have been taking place with a view to adding to recycling infrastructure and establishing reprocessing facilities near to where collections are. The establishment of an internal market for recycling in Wales is a strategic issue for the Welsh Government and it is one which Welsh Government supports.
- A Member asked whether providing wheeled bins for general waste was to the detriment of recycling rates. Members were advised that there was no evidence to support this view. Wheeled bins had a finite volume but residents are able to present an infinite number of green bags.
- Members asked whether recycling from festivals and other events in the City Centre is optimised. Officers stated that collection of recycling depends on the

type of event taking place. For example, event bins are placed at strategic locations for rugby matches, with limited success, as cross-contamination of the waste stream is common. There is more success collecting recycling at festivals.

- The Cabinet Member stated that the authority is not collecting as much recycling from commercial businesses as it should and businesses will need to recycle more in the future.
- Officers confirmed that volunteers who litter pick in their communities are provided with green bags. The waste that is collected is sorted and can be recycled.
- The Committee asked officers to comment on the efforts being made to develop a re-use strategy with 3<sup>rd</sup> sector partners. Officers stated that consultation with the 3<sup>rd</sup> sector is continuing. The authority is in discussions and is attempting to establish what materials partners in the 3<sup>rd</sup> sector require. In the longer term, and as part of the waste minimisation policy, the development of a re-use facility is an aspiration.

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

#### 60 : CARDIFF DISTRICT HEAT NETWORK

*The following declaration was received in accordance with the Members Code of Conduct and the Local Government Act 1972:*

*Councillor Wood*

*Agenda Item 5*

*Employee of Cardiff University*

The Cabinet is due to receive a report entitled 'Cardiff Heat Network' at its meeting on 19 April 2018. The Cabinet report sought to report the outcome of a detailed feasibility study on District Heat Network in Cardiff; presented the outline business case for the proposed Cardiff Heat Network; sought authority to commence the final steps of the project including grant applications and the development of the final business case; and to signal a future Council Capital Bid, subject to the other funding confirm and approval of a full business case. Members were asked to consider the contents of the Cabinet report and the business plan and to pass on any comments, observations and recommendations.

Members were advised that a heat network is a distribution system of underground pipes that takes heat from a central source and delivers it to connected buildings, therefore reducing their reliance on fossil fuels for heating. Potential heat sources include heat generated and energy from waste plant; heat recovered from industry and urban infrastructure; and heat harvested from natural sources such as canals, rivers and underground water sources.

Heat Networks can form an important part of plans to reduce carbon emissions and cut heating bills for customers. The Department of Business, Energy and Industrial Strategy (BEIS) established a Heat Network Delivery Unit (HNDI) to support action nationally. This has been supplemented by the Heat Network Investment Project (HNIP) which is providing loans and grants to kick-start schemes. The Welsh



Government is supportive of heat networks and has provided support for Cardiff's project through its Green Growth Programme.

The Council's Capital Ambition document commits the Council to develop sustainable heat network proposals for the City. The development of a heat network will also provide an opportunity to create a major new localised economic activity in the City and develop Cardiff's position as a forward thinking, low carbon business destination.

The Council's long-term strategic objectives were summarised as follows:

- To use Cardiff's multiple heat sources to provide low cost heat;
- To establish infrastructure allowing the long-term decarbonisation of heat supplies;
- To provide long term, secure and locally sourced heat supplies;
- To provide low cost heat as an economic development benefit for new and existing businesses;
- To provide benefits to the overall economy in Cardiff and Wales more broadly.

In 2014 the Council received grant funding to investigate the potential for heat networks in the City. Technical consultants were commissioned to conduct a series of feasibility and business case development studies that aimed to identify and test specific opportunities and options for the City, as well as identifying a recommended network to pursue.

The commissioned work programme delivered the follow:

- A Heat Mapping Report cataloguing existing and potential heat sources and identifying large user customer clusters that might be served by these;
- An Energy Masterplan outlining a number of potential areas across the city where heat networks might be feasible;
- A detailed City Centre Feasibility Study focussing on the immediate and specific opportunities presented by the Trident Park Energy from Waste heat source;
- An Outline Business Case for the Cardiff Heat Network.

A summary of each of these were provided in the report.

Members were asked to note that the Cabinet report is intended to formalise the Council's support for the scheme in principle. Further decisions will be required to approve the Full Business Case and this will be subject to securing the funding needed to underpin the assumptions made in the outline business case. The report set out the steps required to develop the project further.

The proposed delivery model for the Heat Network is the creation of a Special Purpose Vehicle (SPV) expected to be in form of a trading company. Further work is required to bring together more detailed proposals.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for the Environment, Clean Streets and Recycling; Tara King, Assistant Director and Gareth Harbombe, Operational Manager, Energy and Sustainability. The officers were invited to deliver a presentation on the Heat Network proposals.

The Chairperson invited Members of the Committee to comment, seek clarification or raise questions on the information received. Those discussions are summarised as follows:

- Members asked what the consequences would be should the project not realise a rate of return to repay that equity stake proposed by Welsh Government. Officers stated that the equity stake is not in the form of a repayable loan. Welsh Government are aware of the risks associated with the project and the calculations made assume that there will be no payback. The calculations also assume that there will be no private sector input.
- Officers were unable to estimate the number of jobs that would be created during the construction phase and beyond. The proposed route for the heat network infrastructure follows the 'path of least resistance' and efforts have been made to avoid certain areas. Notwithstanding this, there is likely to be considerable disruption during the construction phase.
- It was noted that the timescale for the project assumes a 40-year project lifespan. Members asked whether officers have considered longer term projections, and particularly whether the primary heat source would still be in operation. Officers stated that the Energy from Waste facility (EfW) has the capacity to take in waste from further afield. The heat network can also be supplemented by other sources of heat, e.g. from steel manufacturing and from groundwater. The various options were costed in the masterplan document. Heat source models such as the network in Copenhagen use multiple inputs and multiple outputs. The SPV constitution will allow this to happen in Cardiff.
- Members asked whether private sector customers would need to bear the cost of joining the heat network. Officers indicated that the Heat Network would cover the cost of delivering heat to a private sector customer and the cost of replacing a gas boiler with a heat exchanger, plus any on-going maintenance costs. These costs are assumed in the business plan. The Cabinet Member stated that the Council would seek to recommend that new developments in the City Centre have heating systems that are able to adapt to this technology.
- Members asked whether there was a limit to the amount of heat that is available and therefore, on the number of customers that can join the network. Members also asked what consideration has been given to the changes that may happen over the 40-year timespan of the project, for instance County Hall and Cardiff Prison are unlikely to remain at their present locations. The Heat Network will present significant commercial complexities that will need to be addressed. Officers stated that the Viridor contract is for 25 years and an agreement will need to be reached with Viridor. If County Hall and Cardiff Prison are relocated, then other developments will take their place. Supplementary Planning Guidance can potentially be used to firm up recommendations that new developments are able to join the heat network.
- Members noted that phase 1 of the scheme carried some risk in terms of funding and construction of the network. Members asked whether at the end of phase 1 the private sector would be able to purchase the Heat Network without having

carried any of the risks associated with its development. Officers stated that private sector investment in the Heat Network was an interesting prospect. However, in the first instance the project would be a public sector / public section joint venture.

RESOLVED – That the Chairperson write to the Cabinet Member on behalf of the Committee to convey their comments.

61 : CONSIDERATION OF THE ENVIRONMENTAL SCRUTINY COMMITTEE DRAFT REPORT TITLED 'IMPROVING CARDIFF'S AIR QUALITY - TASK & FINISH EXERCISE'

The Committee received the draft Task and Finish Inquiry report titled 'Improving Cardiff's Air Quality'. Members were asked to consider the contents of the report and delegate authority to the Chair to make alterations as necessary.

Members suggested amendments to a number of the recommendations in the Task and Finish inquiry report. The Principal Scrutiny Officer agreed to amend those recommendations and circulate that revised wording to Members of the Committee via email.

62 : ENVIRONMENTAL SCRUTINY COMMITTEE - WORK PROGRAMME

Members discussed items to be considered at the May and June meetings of the Committee. The Committee agreed to receive a further report on the Recycling and Waste Management Strategy at its next meeting, prior to the matter being considered by the Cabinet on 17 May 2018. Members proposed that the work programme be amended in order to accommodate this.

Members considered that there were a number of elements to the Recycling and Waste Management Strategy and the Committee discussed where it could best invest time in scrutinising the subject. Members agreed that a breakdown of recycling performance in terms of recycling by type and how it is achieved is vital in order to identify where the Council is performing well and where it is performing poorly, so that potential areas of improvement can be put forward. Members requested that this information be circulated in advance of the May meeting so that the Committee is afforded an opportunity to digest the information. The Committee also agreed to investigate operational issues in Cardiff and best practice in other local authorities.

The Principal Scrutiny Officer updated the Committee on the progress made in establishing the Task and Finish inquiry on Litter.

63 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled for 15 May 2018.

64 : CORRESPONDENCE FOLLOWING THE COMMITTEE MEETING

The meeting terminated at 7.30 pm

**CYNGOR CAERDYDD  
CARDIFF COUNCIL**

**ENVIRONMENTAL SCRUTINY COMMITTEE**

**15 MAY 2018**

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**GREENER GRANGETOWN – MEMBER UPDATE**

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**Reason for the Report**

1. To provide Members with an information update on the Greener Grangetown project; to assess progress achieved to date on the scheme; to consider lessons learnt from the project and most importantly to identify future potential opportunities arising for Cardiff from the scheme.

**Background**

2. Grangetown is a thriving urban community of almost 20,000 residents, with a population density of almost twice the average of the city. It has one of the most culturally diverse communities of any Council ward in Wales. The ward is situated on the west bank of the river Taff.
3. Approximately eight years ago, an opportunity was identified by a Cardiff Council officer to use the proximity of Grangetown to the River Taff to rethink the surface water management strategy in the area and trigger a range of wider benefits for the community. This idea formed the basis for the 'Greener Grangetown' project which has become a partnership project between Cardiff Council, Dŵr Cymru Welsh Water and Natural Resources Wales.
4. To create a formal structure for the project the three partners created a signed memorandum of agreement; a project board with equal representation; and an equally funded design/consultation process.

5. The main driver for Greener Grangetown is sustainable water management; but the aims of the project are much broader. Overall the project aims to achieve the following:
- To explore the feasibility of managing surface water in Grangetown with the aim of minimising the amount of water entering the surface water system and using it in a more beneficial way. The rationalisation of the carbon footprint associated with this management was also seen as important.
  - To understand the practicality and implications of retrofitting Sustainable Drainage Systems (SuDS)/green infrastructure throughout the study area, accompanied by the wider benefits of Water Sensitive Urban Design.
  - To integrate the chosen measures into the public space to enhance the overall outdoor experience, and link the city, the river and the green spaces for the benefit of all.
  - To encourage water efficiency and behavioural change towards water usage.
  - To understand how best to establish community engagement and to ensure that directly affected residents and other interested parties are involved at an appropriate level.
  - To improve the perception of Grangetown and increase pride in the community.
  - To provide an adaptable framework toolkit for future projects in Cardiff and wider afield, plus develop ideas to incorporate into the CIRIA Water Sensitive Urban Design guide.
  - To identify, reduce and manage environmental risk associated with the preferred options.
  - To address issues associated with climate change, such as flash flooding and water shortages, as these are expected to become more severe over time and dealing with them now could save time and expense in the future.
  - To assess the success and practicality of partnership working.

## **Water Sensitive Urban Design**

6. The project is based on the idea of using Water Sensitive Urban Design as a catalyst for maximising the benefits from surface water rather than disposing of it directly into the sewer system. The potential benefits resulting from implementing such a scheme include improved water quality, financial, health benefits, increased recreational spaces, community engagement and education.

## **The 'Greener Grangetown' Report**

7. At the outset of the project the partnership commissioned the consultants Arup to undertake a feasibility study for Greener Grangetown. This considered the surface water management regime and how parts of the Grangetown ward could be united with the riverine environment. The feasibility study report which was titled 'Greener Grangetown' was published in May 2013.
8. The study benefited from the pioneering work which had been undertaken by Dwr Cymru Welsh Water in their 'Surface Water and Elimination Reduction Strategy'. It was also supplemented with water and energy efficient measures for the community within a Water Sensitive Urban Design framework.
9. The study area focused on the area of Grangetown bordered by Corporation Road and Clare Road on the west, the River Taff on the east and the railway line to the north.
10. A number of tasks were identified during the study that were vital to the delivery of the project. Ensuring that these were achieved during the implementation of the scheme was essential. The main tasks of the Greener Grangetown project delivery are listed below:
  - To identify opportunities for implementing surface water elimination and reduction through Water Sensitive Urban Design;
  - To create water efficiency through Water Sensitive Urban Design;
  - To assess the wider costs and benefits of the scheme;
  - To ensure there is proper stakeholder engagement and consultation;

- To provide a framework for assessing the governance and interaction between stakeholders in this work, including barriers and benefits, how these can be maximised and how to monitor and evaluate collaborative working through the project.
11. During the evaluation a number of options for each street type were developed. These were assessed and the preferred option for each one identified by considering the maximum wider benefits, for example, cost, maintenance and constructability issues.
  12. An investigation identified that there were restrictions on the use of infiltration options; this led to the use of proposals based around attenuation features, i.e. features which direct surface water into particular areas. Reprofiled streets and shallow drainage collect the surface water and direct it to planters and swales which provide treatment through bio-remediation before the flows enter the River Taff.
  13. The study proposed that planters and pocket parks would be located along the streets providing the water treatment and attenuation features but also acting as catalysts for the wider Water Sensitive Urban Design benefits. Other ideas which were considered included spaces for community gatherings, art installations, educational and recreational features, mini-orchards, allotments, cycle paths and safe routes to school.
  14. Any new streetscapes will require different operations and maintenance regimes to the ones that currently exist. The Council will need to review the new requirements and address any legal considerations around ownership and maintenance.
  15. The report included a feasibility study which identified a number of key findings that relate to the delivery of the project, these were:
    - **Impermeable Area Removed** - The potential for removing surface water was assessed by considering the impermeable area that could be intercepted. Taking the roads, alleys, and portion of roofs draining to the front gave a figure for the impermeable areas that could be diverted. Based on the study, 42,480 m<sup>2</sup> of hard surface run-off will be intercepted and removed from the sewer system. It



is anticipated that residual flows from back gardens and rear portions of roofs will still enter the combined system, ensuring that the sewers were still flushed with adequate volumes of surface water.

- **Dwr Cymru Welsh Water Asset Benefits** – That Dwr Cymru Welsh Water’s Western District Pumping Station (behind the Pump House on Penarth Road) is already operating at near capacity and there are other flows from existing combined sewer overflows on the sewers connecting to this Pumping Station into the River Taff. The costs were assessed for the reduction in pumped volumes through the Marl, Western District and Cog Moors Pumping Stations; reduced volumes treated at Cog Moors Wastewater Treatment Plant and released capacity within the system for future developments.

With the treatment works six miles away and the final discharge point approximately eight miles from Grangetown, reductions in pumped and treated volumes have immediate corresponding cost, energy and carbon savings. The cost savings are based upon the current energy bills and volumes treated at the different facilities.

- **Development Benefits** - Grangetown is located at the downstream end of the catchment. Removing flows at this location relieves capacity for additional flows from new developments in the vicinity or upstream. It also provides a ‘buffer’ to the system for extreme events. Considering the volume of surface water diverted from the system by this scheme and equating that to the foul flows that would be generated by new developments provides an equivalent capacity released.
- **Water Efficiency Benefits** – A Natural Resources Wales report identified that 89% of the carbon emissions associated with water use (water abstraction, treatment, conveyance, use and disposal) relate to water use in the home. It is, therefore, very important to use this project as a catalyst to engage with the residents and encourage behavioural change both through education and upgrades to domestic appliances (for example low flow aerator taps and water butts).

16. Dwr Cymru Welsh Water completed a pre-feasibility study of water efficiency intervention for the study area. This detailed the current water consumption figures, possible water efficiency devices and interventions. The Energy Savings Trust was engaged to run their Water and Energy Modelling model using the data from the Dwr Cymru Welsh Water report. The Energy Saving Trust looked at the level of likely adoption of the different interventions, for example, the water savings per device and the likely percentage uptake for any interventions. From the results of these assessments, they calculated the reduction in water demand, reduced hot water demand and associated carbon and energy bill savings and metered water savings.

### **Finances & Delivery Timescale**

17. The project will cover approximately 500 houses in the area.
18. It will cost approximately £2 million for the basic implementation. Welsh Water has invested £1 million to the project and the Council has matched this sum with £750,000 of capital funding and £750,000 from the Landfill Communities Fund. Natural Resources Wales has allocated £50,000 towards the design elements of the project.
19. The main design, tendering, project management and supervision of construction has been carried out with a combination of in-house resources and locally based Consultants. This will make Cardiff a UK leader in retro-fitting urban sustainable drainage.
20. Certain benefits can be monetarised to capture their value; for example, carbon footprint reductions, health benefits of green spaces, changes to house prices and increased commercial activity.

### **Benefits**

21. The anticipated headline benefits coming from the Greener Grangetown scheme are set out in the bullet points below:
- **42,480 m<sup>2</sup>** – the number of square metres of surface water removed from the combined waste water network (the equivalent of ten football pitches);
  - **1,600 m<sup>2</sup>** – the number of square metres of additional green space;

- **495 m<sup>2</sup>** – the number of square metres of new paving that will be installed;
- **135 trees** – the number of new trees that will be planted;
- **45 shrubs & grasses** – the number of different species of shrubs and grasses that will be planted;
- **26 cycle stands** – the number of new cycle stands that will be installed;
- **19 trees** – the number of different species of tree that will be planted;
- **12 litter bins** – the number of new litter bins that will be installed;
- **10 seats & benches** – the number of new seats and benches that will be installed;
- **8 miles** – the number of miles rainwater from Grangetown is pumped out to sea.

22. In addition to the headline benefits set out above it is hoped that the Greener Grangetown scheme will trigger a number of wider benefits, these include:

- Increased community cohesion / engagement and enhanced community pride;
- Improved health & wellbeing through easier access to recreational opportunities;
- Improved transport and connectivity;
- Safer routes to school;
- Educational opportunities around visually connecting with the water cycle;
- Enhancing economic / commercial potential from opening up the embankment;
- Improved air and water quality management;
- Helping to develop sustainable behaviour;
- Better climate change resilience and a reduction in carbon footprint;
- Additional green space providing opportunities for improved biodiversity, conservation corridors and increased connectivity to the river and the bay;
- Reduced crime through greater visibility, increased footfall, one-way traffic;
- Real partnership working.

## Challenges

23. During the planning and implementation stages of the Greener Grangetown scheme the project management team has identified the following issues as key challenges, they are:
- Quantification of benefits;
  - Direct funding is from three different organisations with different drivers and responsibilities;
  - Stakeholder engagement - most culturally diverse council ward in Wales, with 92% of children attending the local school with English as their second language;
  - Dealing with combined sewers;
  - Dealing with local parking challenges;
  - Working with and around unmarked utility services;
  - The challenges encountered with retrofitting around existing buildings, structures and vegetation;
  - Working in unchartered territory to deliver a scheme which is the first of its kind in Europe.

## Lessons Learnt & Future Opportunities

24. It is important that the challenges and experiences of developing of the Greener Grangetown scheme are understood, recorded and learnt. Understanding the challenges and creating a list of lessons learnt is a crucial element in ensuring that the Council maximises the future opportunities in this areas. During this meeting Members will have an opportunity to discuss the lessons learnt and consider any future potential opportunities arising from the Greener Grangetown scheme.

## Previous Scrutiny

25. The Environmental Scrutiny Committee previously scrutinised the Greener Grangetown scheme on the 8<sup>th</sup> April 2014 and 19<sup>th</sup> May 2015. The papers for both of these meetings are attached to this report as **Appendices 1 & 2**. The meeting on the 8<sup>th</sup> April 2014 addressed the delivery plans for the Greener Grangetown scheme, while the meeting on the 19<sup>th</sup> May 2015 considered the results of the consultation

exercise. Following both of these meetings letters were sent to the Cabinet Member; the letter sent to the Cabinet Member following the meeting of the 8<sup>th</sup> April 2014 is attached to this report as **Appendix 3**, while the letter sent to the Cabinet Member following the meeting on the 19<sup>th</sup> May 2015 is attached as **Appendix 4**.

### **Way Forward**

26. Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment has been invited to attend for this item. They will be supported by officers from the Planning, Transport & Environment Directorate.

### **Legal Implications**

27. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

28. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to

Cabinet/Council will set out any financial implications arising from those recommendations.

## **RECOMMENDATION**

The Committee is recommended to:

- i. Note the contents of the attached report;
- ii. Consider whether they wish to pass on any comments to the Cabinet following scrutiny of the item titled 'Greener Grangetown – Member Update'.

**DAVINA FIORE**

**Director of Governance & Legal Services**

**9 May 2018**

**GREENER GRANGETOWN – DELIVERY PLANS**

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**Reason for Report**

1. To provide Members with some background to the Greener Grangetown project and consider the plans which have been put in place for delivery of the scheme.

**Background**

2. Grangetown is a thriving urban community of almost 20,000 residents, with a population density of almost twice the average of the city. It has one of the most culturally diverse communities of any Council ward in Wales. The ward is situated on the west bank of the river Taff.
3. Approximately four years ago, an opportunity was identified by a Cardiff Council officer to use the proximity of Grangetown to the River Taff to rethink the surface water management strategy in the area and trigger a range of wider benefits for the community. This idea formed the basis for the 'Greener Grangetown' project which has become a partnership project between Cardiff Council, Dŵr Cymru Welsh Water and Natural Resources Wales.
4. To create a formal structure for the project the three partners have created a signed memorandum of agreement; a project board with equal representation; and an equally funded design/consultation process.
5. The main driver for Greener Grangetown is sustainable water management; but the aims of the project are much broader. A series of workshops were held which identified the following objectives:
  - To explore the feasibility of managing surface water in Grangetown with the aim of minimising the amount of water entering the surface water system and using it

in a more beneficial way; the rationalisation of the carbon footprint associated with this management was also seen as important.

- To understand the practicality and implications of retrofitting Sustainable Drainage Systems (SuDS)/green infrastructure throughout the study area, accompanied by the wider benefits of Water Sensitive Urban Design.
- To integrate the chosen measures into the public space to enhance the overall outdoor experience, and link the city, the river and the green spaces for the benefit of all.
- To encourage water efficiency and behavioural change towards water usage.
- To understand how best to establish community engagement and to ensure that directly affected residents and other interested parties are involved at an appropriate level.
- To improve the perception of Grangetown and increase pride in the community.
- To provide an adaptable framework toolkit for future projects in Cardiff and wider afield, plus develop ideas to incorporate into the CIRIA Water Sensitive Urban Design guide.
- To identify, reduce and manage environmental risk associated with the preferred options.
- To address issues associated with climate change, such as flash flooding and water shortages, as these are expected to become more severe over time and dealing with them now could save time and expense in the future.
- To assess the success and practicality of partnership working.

### **Water Sensitive Urban Design**

6. The project is based on the idea of using Water Sensitive Urban Design as a catalyst for maximising the benefits from surface water rather than disposing of it directly into the sewer system. The potential benefits resulting from implementing



such a scheme include improved water quality, financial, health benefits, increased recreational spaces, community engagement and education.

### **The 'Greener Grangetown' report**

7. The partnership commissioned the consultants Arup to undertake a feasibility study for Greener Grangetown. This considered the surface water management regime and how parts of the Grangetown ward could be united with the riverine environment. The report which was titled 'Greener Grangetown' was published in May 2013.
8. The study benefited from the pioneering work which had been undertaken by Dwr Cymru Welsh Water in their 'Surface Water and Elimination Reduction Strategy'. It was also supplemented with water and energy efficient measures for the community within a Water Sensitive Urban Design framework.
9. The study area focused on the area of Grangetown bordered by Corporation Road and Clare Road on the west, the River Taff on the east and the railway line to the north. A map of the project area has been attached as **Appendix 1**.
10. A number of tasks were identified during the study that are vital to the delivery of the project. Ensuring that these are achieved during the implementation of the scheme is essential. The main tasks of the Greener Grangetown project delivery are listed below:
  - To identify opportunities for implementing surface water elimination and reduction through Water Sensitive Urban Design;
  - To create water efficiency through Water Sensitive Urban Design;
  - To assess the wider costs and benefits of the scheme;
  - To ensure there is proper stakeholder engagement and consultation;
  - To provide a framework for assessing the governance and interaction between stakeholders in this work, including barriers and benefits, how these can be maximised and how to monitor and evaluate collaborative working through the project.
11. During the evaluation a number of options for each street type were developed. These were assessed and the preferred option for each one identified by

considering the maximum wider benefits, for example, cost, maintenance and constructability issues. **Appendix 2** shows a plan of the type of scheme which could be implemented.

12. An investigation identified that there were restrictions on the use of infiltration options; this led to the use of proposals based around attenuation features, i.e. features which direct surface water into particular areas. Reprofiled streets and shallow drainage collect the surface water and direct it to planters and swales which provide treatment through bio-remediation before the flows enter the River Taff.
13. The study proposed that planters and pocket parks would be located along the streets providing the water treatment and attenuation features but also acting as catalysts for the wider Water Sensitive Urban Design benefits. Other ideas which were considered included spaces for community gatherings, art installations, educational and recreational features, mini-orchards, allotments, cycle paths and safe routes to school. **Appendix 3** shows an artist's impression of what the proposed planters and pocket parks could look like.
14. Any new streetscapes will require different operations and maintenance regimes to the ones that currently exist. The Council will need to review the new requirements and address any legal considerations around ownership and maintenance.
15. The report included a feasibility study which identified a number of key findings that relate to the delivery of the project, these were:
  - **Impermeable Area Removed** - The potential for removing surface water was assessed by considering the impermeable area that could be intercepted. Taking the roads, alleys, and portion of roofs draining to the front gave a figure for the impermeable areas that could be diverted. Based on the study, up to 155,770 m<sup>2</sup> of hard surface run-off could be intercepted and removed from the sewer system. It is anticipated that residual flows from back gardens and rear portions of roofs will still enter the combined system, ensuring that the sewers were still flushed with adequate volumes of surface water.
  - **Dwr Cymru Welsh Water Asset Benefits** – That Dwr Cymru Welsh Water's Western District Pumping Station (behind the Pump House on Penarth Road) is

already operating at near capacity and there are other flows from existing combined sewer overflows on the sewers connecting to this Pumping Station into the River Taff. The costs were assessed for the reduction in pumped volumes through the Marl, Western District and Cog Moors Pumping Stations; reduced volumes treated at Cog Moors Wastewater Treatment Plant and released capacity within the system for future developments.

With the treatment works six miles away and the final discharge point approximately eight miles from Grangetown, reductions in pumped and treated volumes have immediate corresponding cost, energy and carbon savings. The cost savings are based upon the current energy bills and volumes treated at the different facilities.

- **Development Benefits** - Grangetown is located at the downstream end of the catchment. Removing flows at this location relieves capacity for additional flows from new developments in the vicinity or upstream. It also provides a 'buffer' to the system for extreme events. Considering the volume of surface water diverted from the system by this scheme and equating that to the foul flows that would be generated by new developments provides an equivalent capacity released.
- **Water Efficiency Benefits** - A recent Natural Resources Wales report identified that 89% of the carbon emissions associated with water use (water abstraction, treatment, conveyance, use and disposal) relate to water use in the home. It is therefore very important to use this project as a catalyst to engage with the residents and encourage behavioural change both through education and upgrades to domestic appliances (for example low flow aerator taps and water butts).

16. Dwr Cymru Welsh Water completed a pre-feasibility study of water efficiency intervention for the study area. This detailed the current water consumption figures, possible water efficiency devices and interventions. The Energy Savings Trust was engaged to run their Water and Energy Modelling model using the data from the Dwr Cymru Welsh Water report. The Energy Saving Trust looked at the level of likely adoption of the different interventions, for example, the water savings per device and the likely percentage uptake for any interventions. From the results of these

assessments, they calculated the reduction in water demand, reduced hot water demand and associated carbon and energy bill savings and metered water savings.

### **Monetisation**

17. Certain benefits can be monetarised to capture their value; for example, carbon footprint reductions, health benefits of green spaces, changes to house prices and increased commercial activity. It is projected that the scheme will generate £250,000 in terms of savings per annum and that the costs for delivering the project will be paid back in approximately 10 years.

### **Wider Benefits**

18. It is hoped that the Greener Grangetown project will provide a valuable amenity feature by creating an attractive open space along with a variety of economic, environmental, ecological and social / socio-economic benefits. It is anticipated that the project will create wider benefits in the following areas:

- Community Pride;
- Outdoor Experience;
- Health & Wellbeing;
- Transport & Connectivity;
- Community Engagement;
- Sustainable Behaviours;
- Managing Surface Water;
- Biodiversity;
- Water Efficiency;
- Carbon Footprint;
- Climate Change Resilience;
- Green Spaces;
- Water Quality;
- Economic Effect;
- Operational Management;
- Partnership Working.

19. As this scheme is unique, it is anticipated that the lessons learnt from the design, consultation and analysis stages will provide useful guidance for other such future schemes.

### **Project Finance & Timescales**

20. The Greener Grangetown project will be delivered in two initial phases. The design for Phase 1 has started and will cover approximately 500 houses in the area. The main design, tendering, project management and supervision of construction are being carried out in-house, in recognition that the successful delivery is very likely to ensure more phases over the coming years. This will not only ensure fee paid work for several officers, but make Cardiff a UK leader in retro-fitting urban sustainable drainage. It will cost approximately £2 million to implement the basic scheme, although if sufficient funds become available then an upgraded option could be delivered for £2.4 million. Welsh Water has committed £1 million to phase 1 of the project and the Council has matched that through a capital sum of £750,000 to date. Natural Resources Wales has allocated £50,000 for the design phase of the project. Further applications for Welsh Government funding have been made and are pending.
21. It is anticipated that public consultation on the scheme will start in May 2014 and last for up to four weeks. This will be followed by more detailed resident consultation in June 2014 when individual households will be asked to confirm their preference for the type of scheme implemented in the area, for example, they may be consulted on parking options and the degree to which their properties are retro fitted to better manage rainwater.
22. It is hoped that a tender exercise to appoint a construction partner will start in August 2014, with the successful bidder being in place to start work by December 2014. The expected build cost for such a project is between six to eight months, i.e. phase 1 will be complete by the summer of 2015.
23. Once phase 1 has been completed there will be a pause in the process to reflect on the success of the project and consider how the process can be improved. The lessons learnt will be recorded and used to inform phase 2 of the project. Phase 2

will cover an area of between 300 and 400 properties in the ward. It is anticipated that costs and delivery timescales for phase 2 will be similar to phase 1.

### **Challenges**

24. The team with responsibility for delivering the project has identified the following issues as the projects key challenges, they are:

- Quantification of benefits;
- Direct funding is from three different organisations with different drivers and responsibilities;
- Stakeholder engagement - most culturally diverse council ward in Wales, with 92% of children attending the local school with English as their second language;
- Dealing with combined sewers.

25. The report concluded by setting out a summary of headline and other benefits which it is hoped that the project will deliver. These are listed below:

### **Headline Benefits**

- Removing 155,000m<sup>2</sup> of impermeable area;
- Releasing capacity for between 6,000 and 12,000 new homes;
- Realising annual monetarised benefits in the order of £250,000;
- Payback period of 12 years;
- 16,500m<sup>2</sup> increase in green space;
- Approximately 400 additional trees.

### **Other benefits**

- Increased community cohesion;
- Better health through easier access to recreational opportunities;
- Safer routes to school;
- Educational opportunities around visually connecting with the water cycle;
- Commercial potential for opening up the embankment;
- Improved air and water quality;
- Additional green space providing opportunities for

conservation corridors and increased connectivity to the river and the bay;

- Reduced crime through greater visibility, increased footfall, one-way traffic.

### **Legal Implications**

26. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

27. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

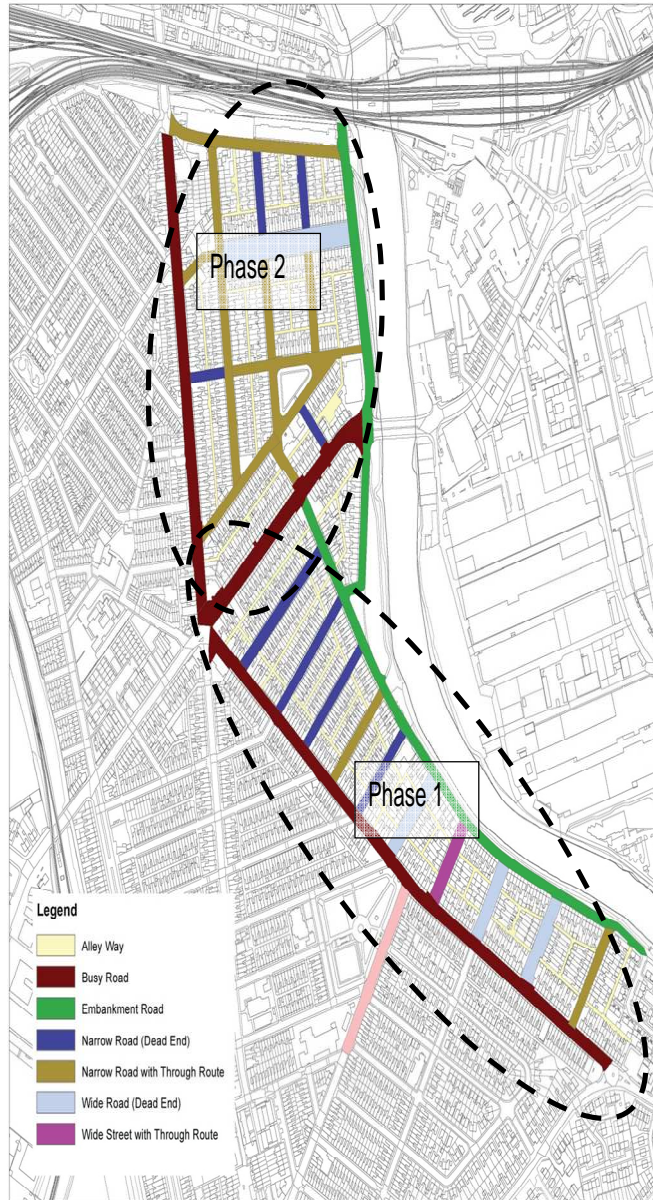
## **RECOMMENDATIONS**

The Committee is recommended to:

1. Take account of the information received at the meeting, and;
2. Report any comments to the Cabinet for their consideration.

**Marie Rosenthal**  
**County Clerk and Monitoring Officer**  
**2<sup>nd</sup> April 2014**





Greener Grangetown



**Appendix 2 – A plan of the type of scheme which could be implemented in the Greener Grangetown Project.**



**Greener Grangetown**



**Appendix 3** - an artists impression of what the proposed planters and pocket parks in Greener Grangetown could look like.



**Appendix 3** - an artists impression of what the proposed planters and pocket parks in Greener Grangetown could look like.



**CITY & COUNTY OF CARDIFF COUNCIL  
DINAS A SIR CAERDYDD**

**AGENDA ITEM: 5**

**ENVIRONMENTAL SCRUTINY COMMITTEE**

**19th May 2015**

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**GREENER GRANGETOWN – FINAL CONSULTATION PHASE**

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**Reason for the Report**

1. To provide Members with the opportunity to be a part of the final phase of the Greener Grangetown consultation exercise, for example, looking at proposed street designs and proposed delivery timelines.

**Background & Previous Scrutiny**

2. The Committee scrutinised an item titled 'Greener Grangetown – Delivery Plans' on the 8<sup>th</sup> April 2014. The papers for the meeting are attached to this paper as

**Appendix 1.** The paper provided details on:

- The geography and community of Grangetown;
- The proposal of the proximity of Grangetown to the River Taff to rethink the surface water management strategy in the area and trigger a range of wider benefits for the community;
- The partnership Cardiff Council, Dŵr Cymru Welsh Water and Natural Resources Wales to deliver the project;
- The benefits of Greener Grangetown and sustainable water management;
- The concept of Water Sensitive Urban Design as a catalyst for maximising the benefits from surface water rather than disposing of it directly into the sewer system;
- Details of the report commissioned on the 'Greener Grangetown' project;
- The location of the project was set out in a clearly defined map of the area;
- The tasks required to deliver the project;
- The different options considered during the evaluation process;
- The various techniques proposed for use in the project;

- Legal considerations around ownership and maintenance of the scheme;
  - Details of the outcome of the feasibility study;
  - Potential financial and other benefits from the scheme;
  - Finances and timescales;
  - The consultation phase of the exercise;
  - The challenges facing the project.
3. Following the meeting the Chair of the Committee wrote a letter to the Cabinet Member for Transport, Planning & Sustainability; this set out the comments and observations of the Committee and has been attached as **Appendix 2**. The main comments were:
- The Members were very impressed with the aims and ambitions of the Greener Grangetown project;
  - They passed on their congratulations to the staff and asked if they could visit the scheme once completed in 2015;
  - They were assured that the key issue of parking will be a central theme of the consultation exercise and that local resident input will shape the final design of the scheme.
4. After years of feasibility studies, planning and testing the Council has reached the final consultation stage. This consultation process started on the 11<sup>th</sup> May 2015 and will last for six weeks. After taking on the comments and observations of the consultation exercise a series of final designs will be prepared for tender. It is anticipated that the work on the scheme will begin in November 2015.
5. As a part of the six week consultation phase the Committee will have the opportunity to review:
- A short presentation video on the Greener Grangetown scheme which describes the nature of the scheme and the benefits that it will bring to Cardiff;
  - The street designs for the Greener Grangetown scheme which are being circulated as a part of the consultation exercise;
  - The consultation methodology being applied against the proposals for the scheme, for example, the stakeholders who are involved with the process;

- Future timelines for delivery of the scheme;
- Future internal and external benefits for the Council and Cardiff.

### **Way Forward**

6. Councillor Ramesh Patel (Cabinet Member for Transport, Planning & Sustainability) has been invited to attend for this item. He will be supported by officers from the Strategic Planning, Highways, Traffic & Transport Directorate.

### **Legal Implications**

7. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

8. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

## **RECOMMENDATIONS**

The Committee is recommended to:

- i. Note the contents of the attached reports;
- ii. Consider whether it wishes to make any comments to the Cabinet to take into consideration when it receives the Performance report.

**MARIE ROSENTHAL**  
**County Clerk and Monitoring Officer**  
**13<sup>th</sup> March 2015**



Ref: RDB/PM/RP/16.04.2014

16<sup>th</sup> April 2014

Councillor Ramesh Patel,  
Cabinet Member for Transport, Planning & Sustainability,  
County Hall,  
Atlantic Wharf,  
Cardiff,  
CF10 4UW.



Dear Councillor Patel,

**Environmental Scrutiny Committee – 8<sup>th</sup> April 2014**

On behalf of the Environmental Scrutiny Committee I would like to thank you and the officers for attending the Committee meeting on Tuesday 8<sup>th</sup> April 2014. The meeting considered 'Greener Grangetown – Delivery Plans' which falls within your portfolio of responsibility. The comments and observations made by Members following these items are set out in this letter.

- The Members were very impressed with the aims and ambitions of the Greener Grangetown project. They feel that the project is an excellent example of how partnership working can deliver real financial and environmental benefits for Cardiff residents. The Committee, therefore, are fully supportive of the project and will monitor its progress with interest.
- Members of the Committee would like to congratulate the staff and Councillors involved with getting the Greener Grangetown project to where it is today. They were particularly impressed that the project is unique to Cardiff and that it is being delivered by in-house expertise. The idea that the project will put Cardiff at the forefront of sustainable drainage is something that Cardiff Council should take pride in.
- The Members of the Committee would like the opportunity to visit the project when it is completed in the summer of 2015. I would be grateful if you could ask officers to contact Scrutiny Services next year to arrange a suitable date for the visit.

- The Committee were pleased to hear that the Council will be running a detailed and thorough consultation exercise on the project. They were assured that the key issue of parking will be a central theme of the consultation exercise and that local resident input will shape the final design of the scheme. I would be grateful if you could make the final results of the consultation exercise available to the Environmental Scrutiny Committee in the form of a briefing paper.
- While the Greener Grangetown project is unique, the Members were told about a project run by Welsh Water Dwr Cymru in Llanelli which did use some similar sustainable drainage techniques. The Committee feel that the Council should evaluate the implementation and delivery of the Llanelli project and apply the lessons learnt where appropriate for Greener Grangetown.

I would be grateful if you would consider the above comments and provide a response to the requests made in this letter.

Regards,

A handwritten signature in black ink that reads "P. D. Mitchell". The signature is written in a cursive, slightly slanted style.

Councillor Paul Mitchell  
Chairperson Environmental Scrutiny Committee

Cc to:

Councillor Ashley Govier, Ward Member for Grangetown  
Councillor Linda Thorne, Ward Member for Grangetown  
Andrew Gregory, Director for Strategic Planning, Highways, Traffic & Transport  
Gary Brown, Operational Manager, Highway Maintenance  
Ian Titherington, Principal Engineer, Strategic Planning, Highways, Traffic & Transport

Paul Keeping – Operational Manager, Scrutiny Services

Joanne Watkins – Cabinet Office Manager

Members of the Environmental Scrutiny Committee

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Ref: RDB/PM/RP/19.05.15

29<sup>th</sup> May 2015

Councillor Ramesh Patel,  
Cabinet Member for Transport, Planning & Sustainability,  
County Hall,  
Atlantic Wharf,  
Cardiff,  
CF10 4UW.



Dear Councillor Patel,

**Environmental Scrutiny Committee – 19<sup>th</sup> March 2015**

On behalf of the Environmental Scrutiny Committee I would like to thank the officers for attending the Committee meeting on Tuesday 19<sup>th</sup> May 2015. As you are aware the meeting considered items titled 'Environment & Strategic Planning, Highways, Traffic & Transport Directorates – Performance Report Quarter – 2014/15' and 'Greener Grangetown – Final Consultation Phase'. The comments and observations made by Members following this item are set out in this letter.

**Environment & Strategic Planning, Highways, Traffic & Transport Directorates – Performance Report Quarter – 2014/15**

- A Member asked for a breakdown of capital expenditure on individual renewable energy schemes and an income rate of return for each of the schemes. I would be grateful if you could arrange for this information to be provided to the Committee.
- The Member for Trowbridge explained that Council funding had been made available for the provision of insulating render for almost every street in Trowbridge with the exception of Cemaes Crescent; this had done nothing to improve his popularity locally. Could you please provide the Committee with detail of the criteria applied for insulating render grants in this area.

- During the meeting you explained that for every £1 million borrowed for projects the Council had to pay back £80,000 per annum in interest. This equates to a figure of 8% which seems high. I would appreciate it if you explain what this £80,000 figure is used to cover, i.e. is it all an interest payment or a combination of interest and capital repayment.
- At the meeting the new powers for the removal of letting boards was raised. It was explained that the new powers would come into force in November or December 2015 which would mean that letting agents would only be able to use compliant to let boards. The Director for Strategic Planning, Highways, Traffic & Transport explained that he had a copy of a letter which confirmed the future implementation of these powers. I would be grateful if you could provide the Committee with a copy of this letter.
- The Committee has asked for details on the current average time for the planning service to process householder planning applications in Cardiff. I would appreciate it if you could provide the Committee with this information.
- At the meeting Members of the Committee noted that the current bus station will be closing in August 2015 and that work will commence on the new site in September 2015.
- A Member asked for details on the quantity of illegal buildings determined for demolition by planning enforcement and the number that have actually been demolished. I'd be grateful if you could provide data on this for 2013/14 and 2014/15.

### **Greener Grangetown – Final Consultation Phase**

- A Member asked if the Greener Grangetown project represented good value for money for the task payer. The Dwr Cymru / Welsh Water officer explained that the best way to evidence this was the cost benefit analysis exercise conducted by Dwr Cymru / Welsh Water; she offered to share this with the Members. I would appreciate it if you could obtain a copy of this document and share it with the Committee.

- A Member for Grangetown explained that there was a potential empty parking area at the Turner's Mansion site in Grangetown which could be used by the construction workers during the development phase of the project. Use of this site could reduce local parking pressures during the construction phase and prevent construction workers from having to take up resident and other local parking spaces.

I would be grateful if you would consider the above comments and provide a response to the requests made in this letter.

Regards,

A handwritten signature in black ink that reads "P. D. Mitchell". The signature is written in a cursive, slightly slanted style.

Councillor Paul Mitchell  
Chairperson Environmental Scrutiny Committee

Cc to:

Andrew Gregory, Director for Strategic Planning, Highways, Traffic & Transport

Jane Forshaw, Director for the Environment

Tara King, Assistant Director for the Environment

Ian Titherington, Lead Officer, Drainage

Michelle Russ, Rainscape Regulation, Dwr Cymru / Welsh Water

Martyn Evans, Strategy Advisor, Natural Resources Wales

Paul Keeping, Operational Manager, Scrutiny Services

Joanne Watkins, Cabinet Office Manager

Members of the Environmental Scrutiny Committee

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**CYNGOR CAERDYDD  
CARDIFF COUNCIL**

**ENVIRONMENTAL SCRUTINY COMMITTEE:**

**15 MAY 2018**

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**ENVIRONMENTAL SCRUTINY COMMITTEE – DRAFT ANNUAL REPORT 2017/18**

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**Background**

1. The Cardiff Council Constitution requires all Scrutiny Committees to ‘report annually to the Council on their workings and make recommendations for future work programmes and amended working methods if appropriate’.
2. A copy of the Environmental Scrutiny Committee’s draft Annual Report 2017/18 is attached at **Appendix 1**. This report outlines the Committee’s main activities undertaken during the 2017/18 Municipal Year. The year’s work has been set out under the following headings:
  - Briefing Information;
  - Call In Meetings;
  - Inquiries;
  - Performance Monitoring;
  - Policy Review;
  - Pre – Decision Scrutiny.
3. The report concludes by setting out topics by scrutiny type that have been covered by the Environmental Scrutiny Committee during the 2017/18 municipal year. In addition to this the Committee will have the opportunity to identify suitable priorities for the 2018/19 Environmental Scrutiny Committee work programme.

**Legal Implications**

4. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal

implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

5. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

### **Recommendation**

The Committee is recommended to consider, if necessary amend, and approve the attached Environmental Scrutiny Committee Annual Report 2016/17 for presentation to Council.

**DAVINA FIORE**

**Director of Governance & Legal Services**

**9 May 2018**

**s c r u t i n y**



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# **A Report of: Environmental Scrutiny Committee**

## **Annual Report 2017 – 2018**

**May 2018**



**City and County of Cardiff**

## ENVIRONMENTAL SCRUTINY COMMITTEE MEMBERSHIP



Councillor Ramesh Patel  
(Chairperson)



Councillor Philippa Hill -  
John



Councillor Owen Jones



Councillor John Lancaster



Councillor Chris Lay



Councillor Norma Mackie



Councillor Oliver Owen



Councillor Peter Wong



Councillor Ashley Wood

## CHAIR'S FOREWORD

DRAFT



**Councillor Ramesh Patel**

**Chairperson - Cardiff's Environmental Scrutiny Committee**

## INTRODUCTION

The Environmental Scrutiny Committee plays an important role in assessing service performance and informing service policy development across a range of Council services, including all aspects of transport, sustainability, and waste.

This report presents the Committee's main activities during 2017/18. Between July 2017 and May 2018 the Committee scrutinised the following topics:

- **Briefing Information** – Where the Committee receives information on a specific subject that has environmental implications to the Council and the City. During 2017/18 examples included:
  - Managing Street Cleanliness & Total Street Scene in Cardiff
  - Managing Recycling in Cardiff
  - Greener Grangetown – Member Update
  - Roles & Responsibilities for Flood Risk Management in Cardiff
  - Roath Flood Scheme
- **Call In Meetings** - Where the Committee considers a request made by a non-Executive Member to review a recent Executive decision on a specific subject that has environmental implications to the Council and the City. During 2017/18 examples included:
  - Funding the New Bus Transport Interchange
- **Inquiries** – Where the Committee had undertaken an examination of a topic over a period of time, resulting in a formal report to the Cabinet. During 2017/18 examples included:
  - Cabinet Response to Managing Section 106 Funding for the Development of Community Projects
  - Improving Cardiff's Air Quality
  - Managing Litter & Fly Tipping in Cardiff

- Consideration of the Environmental Scrutiny Committee Draft Report Titled 'Improving Cardiff's Air Quality – Task & Finish Exercise'
- **Performance Monitoring** – Where the Committee has undertaken monitoring of the Council's performance. During 2015/16 examples included:
  - City Operations Directorate - Quarter 1 & 2 Performance Reports 2017/18
  - Commercial & Collaborative Services – Quarter 1 & 2 Performance Reports 2017/18
- **Policy Review** - Where the Committee has contributed to the Council's policy development processes, for example, by considering draft policy documents, and/or where the Committee has considered the implementation of policies, looking at whether this has happened in a timely manner and the impact of the policy, giving the Cabinet the opportunity to know Scrutiny Members' views about whether any changes are required. During 2017/18 examples included:
  - City Operations Digitalisation Projects
  - Recycling & Waste Management Strategy – 2018 to 2021
  - Managing Food Hygiene in Cardiff
  - Cardiff's Taxi Services
- **Pre Decision Scrutiny** – This provides the Committee with an opportunity to evaluate and comment on policy proposals before they go to the Council's Cabinet. This gives the Cabinet the opportunity to know Scrutiny Members' views prior to making their decision. During 2015/16 examples included:
  - First Cardiff Local Development Plan Annual Monitoring Report
  - Draft Budget Proposals 2018/19 – Corporate Overview
  - Draft Corporate Plan 2018 to 2021 & 2018/19 Draft Budget Proposals - Strategic Planning & Transport Portfolio

- Draft Corporate Plan 2018 to 2021 & 2018/19 Draft Budget Proposals – Clean Streets, Recycling & Environment Portfolio
- Coastal Risk Management Programme
- New Burial Space
- Pre Decision Scrutiny: Air Quality – Welsh government Direction
- Cardiff District Heat Network
- Recycling & Waste Management Strategy – 2018 to 2021

Over the year the Scrutiny Committee held 11 committee meetings and wrote 13 letters to the Cabinet, officers and external partners, sharing their comments/ recommendations and concerns following the scrutiny of items at committee meetings.

Members have attended a number of other scrutiny events, including work programming meetings, and pre-meetings prior to Committee and task & finish group meetings.



## BRIEFING INFORMATION

### Managing Street Cleanliness & Total Street Scene in Cardiff (5 September 2017)

The meeting on 5 September 2017 gave Members the opportunity to scrutinise and comment on an item titled 'Managing Street Cleanliness & Total Street Scene in Cardiff'. The Cabinet Member for Clean Streets, Recycling & Environment attended the meeting and was supported by officers from the City Operations Directorate. The purpose of the report was to:

- Provide Members with a briefing on how the Council deals with litter, street cleansing and total street scene in Cardiff. In particular the item considered the various categories of litter; the resources available to tackle litter; the challenges of managing litter in Cardiff; litter management campaigns and recent Local Environmental Audit & Management System (LEAMS) results.

Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- **Ward Action Plans** – All of the Members agreed that creation of the ward based action plans to help improve cleanliness and street scene was a good idea; several of the newly elected Members were a little concerned as to why this approach didn't already exist. They agreed that trialling the new plans across a few wards was a positive idea and that the trial sample should include wards with differing characteristics.
- **Waste Enforcement – Landlord v Tenant Responsibility** – Members asked the Cabinet Member to find out more about the success that other local authorities had achieved in dealing with waste enforcement issues at rental properties by involving landlords at the earliest possible opportunity.

- **Cathays** – Members were concerned that over 45% of the fines issued were within that ward which seemed disproportionately high when compared to all other wards. A Member questioned if too much waste enforcement had been carried out in Cathays to the annoyance of permanent residents and suggested that a review of the current waste enforcement approach was required and that this should include detailed consultation with permanent local residents.
- **Fly Tipping** – The Committee was concerned that fly tipping had increased by 28% between 2015/16 and 2016/17. They asked for clarification of the fly tipping definition that the Council is currently working against; a summary of the way that fly tipping incidents are currently reported and logged and a breakdown of the fly tipping incidents by type on a ward by ward basis for 2015/16, 2016/17 and 2017/18 to date.
- **Sickness Rates** – Members emphasised the importance of monitoring sickness levels and have asked for a breakdown of City Operations sickness rates for 2016/17 and 2017/18.
- **LEAMS Performance** – Members asked for an explanation as to why LEAMS performance fell sharply during the period September 2016 to March 2017 and then rapidly improved in the period March 2017 to May 2017.

## Greener Grangetown – Member Update (15 May 2018)

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The meeting on 15 May 2018 gave Members the opportunity to scrutinise and comment on an item titled 'Greener Grangetown – Member Update'. The Cabinet Member for Clean Streets, Recycling & Environment attended the meeting and was supported by officers from the Planning, Transport & Environment Directorate. The purposed of the report was to:

- XXXXXXXXXXXX
- XXXXXXXXXXXX

Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- XXXXXXXXXXXX
- XXXXXXXXXXXX

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## **Roles & Responsibilities for Flood Risk Management in Cardiff (5 December 2017)**

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The meeting on 5 December 2017 gave Members the opportunity to scrutinise and comment on an item titled 'Roles & Responsibilities for Flood Risk Management in Cardiff'. The Cabinet Member for Clean Streets, Recycling & Environment attended the meeting and was supported by officers from the City Operations Directorate. In addition to this, representatives from Dwr Cymru and Natural Resources Wales were invited to take part in the meeting to explain the role that their respective organisations play in flood risk management. The purpose of the report was to provide Members with the opportunity to review the roles and responsibilities of the Council and its statutory partners in dealing with flood risk in Cardiff. Following discussion, questions and comments, the Committee sent a letter to the Cabinet Member, making the following key points:

- During the meeting an officer from the City Operations Directorate was asked if the Council allocated sufficient funding towards drainage and flood management activities. Overall he felt that adequate monies were spent in this area, however, there was a need for the Council to recruit a new Sustainable Drainage Systems (SuDS) officer to deal with a range of new statutory responsibilities placed onto the Council. The Committee suggested that given the statutory nature and importance of the role, funding should be made available for recruitment to the post.
- The Committee recommended that the Cabinet Member liaise with Natural Resources Wales to explore the possibility of setting up a flood group(s) in some of Cardiff's highest flood risk areas.

## Roath Flood Scheme

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The meeting on 15 May 2018 gave Members the opportunity to scrutinise and comment on an item titled 'Roath Flood Scheme'. Representatives from Natural Resources Wales and members of the public were invited to take part in the meeting to debate the merits of continuing with the development of the Roath Flood Scheme. The purpose of the item was to provide Members with the opportunity to review the progress of the development and implementation of the Roath Flood Scheme. Following discussion, questions and comments, the Committee sent a letter to the lead officer from Natural Resources Wales that was copied into all of the members of the public that took part in the meeting. The letter made the following points:

- The Committee noted the range of consultation activities delivered by Natural Resources Wales during the development of the scheme.
- It was explained during the item that the works to Roath Brook would actually reduce the overall dry land surface area of the parks within the scope of the scheme. Natural Resources Wales acknowledged that this was the case, however, were unable to accurately quantify the exact area that would be lost. The Committee asked for clarification of how much actual dry land surface area would be lost.
- During the meeting Dr Johansson referenced a number of potential alternatives for helping to manage flood risk issues along Roath Brook. The Committee asked for assurance that these alternatives had been considered and evaluated as a part of the development of the scheme.
- The Committee noted that the overall proposal involved the removal of 140 trees and that these would be replaced by 122 new trees. The process for deciding which types of trees to use had been supported by an arboreal study that has been funded by the scheme. The removed trees would be replaced with appropriate specimens; some of these would be mature and approximately four or five metres in height. The overall loss of mature trees would be 18 in total. The Committee noted that there would be an additional 200 saplings planted by Natural Resources Wales at another site which would in time more than offset the number of trees lost.

## CALL IN MEETINGS

### **Call In Cabinet Decision CAB/17/11 – Funding the New Bus Transport Interchange (13 September 2017)**

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Members recognised the importance to residents, commuters, visitors, employers and businesses of having a high quality bus transport interchange in place as soon as possible. Committee time was made available to undertake regular scrutiny of proposals as these came forward throughout 2017-18. In all, the Environmental Scrutiny Committee undertook two separate joint scrutinies with the Economy & Culture Scrutiny Committee on proposals for delivering a new Cardiff Bus Station. These focused on exploring the following with Councillor Russell Goodway – Cabinet Member Investment & Development, and senior officers: funding mechanisms, the fit with neighbouring regeneration proposals for Central Square, Central Train Station and Central Quay; risk management; and deliverability.

**Call – In – September 2017** - Following Cabinet approval of the report; this was then Called –In by Councillor McEvoy and, in September 2017, the Committee held a joint meeting with the Environmental Scrutiny Committee, to consider the areas specified in the Call-In.

At the Call-In meeting, Members heard from Cllr McEvoy and a representative of Cardiff & Vale Bus Users Group, Dr. Max Wallis, as well as Councillor Russell Goodway and senior officers. Having considered the evidence and the Call-in procedure rules set out in the Council's constitution, Members voted not to refer the item to Full Council or the Cabinet for reconsideration.

## INQUIRIES

### **Cabinet Response to Managing Section 106 Funding for the Development of Community Projects (16 January 2018)**

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The meeting on 16 January 2018 gave Members the opportunity to scrutinise and comment on the Cabinet Response to Managing Section 106 Funding for the Development of Community Projects. The Cabinet Member for Strategic Planning & Transport attended the meeting and was supported by officers from the City Operations Directorate. Details of the Cabinet response to the report were provided to the Committee and following discussion, questions and comments, the Committee sent a letter to the Cabinet Member, making the following key points:

- The Committee welcomed the very positive Cabinet response to the report. They were optimistic that the new approach would put local councillors at the heart of the decision making process for identifying suitable community projects to be funded by section 106 contributions.
- The Committee stressed that councillor training on the new process for allocating section 106 funding for community projects would be essential and that it should be supported by wider training on section 106 contributions and other types of planning obligations.
- The Committee were aware that the new process for allocating section 106 funding for community projects would be a first of its kind. This meant that there would probably be a series of teething difficulties and a host of lessons to learn from during the first year, with this in mind the Committee asked for a twelve month review of the process to consider the lessons learnt and progress made to date.

## Improving Cardiff's Air Quality

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During the Committee work programming process it was decided that the Environmental Scrutiny Committee should prioritise running a task & finish exercise on air quality in the city. An air quality task & finish exercise was scoped and Members agreed to run an inquiry titled 'Improving Cardiff's Air Quality'. The terms of reference for the exercise is set out below:

*The aim of the inquiry is to provide Members with the opportunity to explore and consider how the Council can help to improve air quality in Cardiff. This will include reviewing:*

- **Current Air Quality Position** - *to include a report and analysis of the worst affected areas; the major contributing factors to air pollution in Cardiff; resources, monitoring arrangements & statutory responsibilities; the impact on public health; consider any existing air quality action plans for Cardiff; to consider air quality responsibilities placed on the Council.*
- **Development of Cardiff's Clean Air Strategy** – *to include a report on the aims and objectives of the strategy; associated policies that support the development of the strategy; resources and timescale for delivering the strategy; desired impact of the strategy and the main areas that the strategy will target.*
- **Welsh Government Position on Air Quality** – *to gain a better understanding of the policy objectives of the Welsh Government in terms of air quality; to understand the applicable timescales and consequences of the Council not meeting these policy objectives; to identify the key areas that Welsh Government believes should be targeted to achieve the best outcomes for air quality.*
- **Transportation** – *to understand the positive and negative impacts that transport (and transport systems) can have on air quality in Cardiff; to establish a hierarchy of transport pollution sources and evaluate what can be done to better manage the worst polluting sources; to review transport*



*schemes and infrastructure planned for development or in the process of being delivered in Cardiff; to explore the benefits of sustainable fleet management in Cardiff; to consider the impact that changes in technology and public perception can have on air quality.*

- **Other Pollution Sources** – *to consider a range of pollution sources (excluding transport) and the impact that these have upon air quality in Cardiff; to establish a hierarchy of pollution sources (excluding transport) and evaluate what can be done to better manage the worst polluting sources; to review proposals currently being developed or delivered (excluding transport) to reduce pollution in Cardiff.*
- **Planning & Development** – *to understand how the planning and development process can be used to improve air pollution in Cardiff; to consider the current planning processes / policies and how these impact upon air pollution; the impact that the growth of the city might have upon air quality.*
- **Sustainable Fuels** – *to understand the challenges and opportunities that the growth of sustainable fuels can have upon air quality in Cardiff; to consider the role of the Council in terms of helping to establish the local market for sustainable fuels; to consider what the Council and its partners can proactively do to support the move to sustainable fuels.*
- **Clean Air Zones** – *to understand how Clean Air Zones work; the impact that a Clean Air Zone could have upon air quality in Cardiff and the wider implications for the city; the costs and opportunities of setting up a clean air zone; best practice in delivering Clean Air Zones (to include domestic and international examples).*

The work of the task & finish group was extensive and delivering the 'Improving Cardiff's Air Quality' task & finish exercise involved:

- Nine task group meetings;
- 17 separate witness sessions;

- Dealing with 38 expert witnesses (26 external to the Council and 12 internal to the Council);
- Working closely with the Cabinet Members and Council staff developing Cardiff's Clean Air Strategy;
- Scrutiny research reports on best practice in 'Clean Air Zones' and an emissions review of Cardiff's public sector fleet;
- Consideration of the areas being used to structure Cardiff's Clean Air Strategy, for example, Transportation, Planning, Sustainable Fuel;

The report made a series of key findings and 31 recommendations designed to help improving Cardiff's Air Quality. Some of the main themes generated by the recommendations included:

- Putting public health at the heart of Cardiff's Clean Air Strategy – air pollution causes approximately 40,000 premature deaths in the UK each year;
- Creating a low emission zone in Westgate Street by focusing on reducing Nitrogen Dioxide emissions from diesel buses;
- Pushing for more sustainable fuel infrastructure for Cardiff to support the growth in the use of low emission vehicles, for example, electric and hydrogen;
- Greater regional planning with neighbouring local authorities organisations to help reduce emissions cause by commuter travel;
- Accelerating public transport and active travel infrastructure, for example, more bus and cycle lanes;
- Using short term initiatives within the Council's control to drive modal shift, for example, 20 mph zones and resident parking schemes;
- Leading by example, for example, switching the Council fleet to low emission vehicles and building the use of low emission fuels into the Council procurement process.

## Managing Litter & Fly Tipping in Cardiff

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During the Committee work programming process it was decided that the Environmental Scrutiny Committee should prioritise running a task & finish exercise on litter and fly tipping during the municipal year. Scoping meetings took place in March and April 2018 and a terms of reference for the inquiry was agreed. This is set out below:

- *To undertake comparative analysis and benchmarking on how other local authorities manage litter & fly tipping, with the main aim of identifying best practice. The comparative analysis and benchmarking should focus on the performance of core cities, Welsh local authorities and cities with a large student population.*
- *To undertake a detailed survey on litter & fly tipping to test public perception on how they feel about litter, fly tipping and wider street cleanliness in Cardiff.*
- *To arrange a number of Member visits to frontline street cleansing and waste enforcement services to help gain a better understanding of the work that they carry out and everyday challenges that they face.*
- *To compare Cardiff's performance in terms of managing litter & fly tipping against best practice identified in the comparative analysis and benchmarking.*

The next steps for this task & finish exercise is to complete the commissioned research; undertake a public survey on litter and fly tipping and to complete a series of front line job shadowing visits for Members to experience first-hand how the Council manages litter and fly tipping.

## PERFORMANCE MONITORING

### Quarterly Performance Monitoring – 2017/18

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During 2017/18 the Committee received quarterly performance monitoring reports for Quarters 1 and 2 of 2017/18. This focused on the performance of services within the City Operations Directorate and Commercial & Collaborative Services (which at the time was a part of the Economic Development Directorate). The main comments made during the quarterly performance monitoring scrutiny were:

➤ **City Operations Directorate – Quarters 1 & 2 Performance Reports (5 December 2017)**

- The topic of 20 mile per hour zones was discussed as a part of this item. A Member asked for a list of the objectives attached to the implementation of Cardiff's 20 mile per hour zones and for clarification as to if they had been achieved.

➤ **Commercial & Collaborative Services – Quarters 1 & 2 Performance Reports (5 December 2017)**

- The topic of sickness levels in Commercial Services was considered during the meeting. Members asked how the sickness rates in our waste services compared against other local authorities and were told that the rates of our teams were similar or lower than those in other local authorities. It was also stressed that sickness rates in the private sector were generally lower as they had stricter sickness absence policies. Members acknowledged this and were keen to understand how sickness rates in our waste services compared against the other United Kingdom core cities. They asked for a short benchmarking report to that compare

the sickness rates for Cardiff's waste services against the other United Kingdom core cities.

- At the meeting the Cabinet Member stated that each year Cardiff scheduled approximately 24 million waste collections and that from this total approximately 18,000 were missed. Members were also informed that no overtime was paid for sending crews out to collect the missed collections. As a follow up to this question a Member asked if the Council incurred any additional costs for these missed collections, i.e. costs other than overtime, and if there were could they be provided in writing.

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## POLICY REVIEW

### City Operations Digitalisation Projects (16 January 2018)

The meeting on 16 January 2018 gave Members the opportunity to scrutinise and comment on an item titled 'City Operations Digitalisation Projects' to explore the progress of implementing digitalisation across the City Operations Directorate in advance of budget scrutiny in February 2018. The Cabinet Member for Strategic Planning & Transport attended the meeting and was supported by officers from the City Operations Directorate. The purpose of the report due to be received by Cabinet was:

- To provide Members with the opportunity to review a number of digitalisation projects currently being developed and delivered for services within the City Operations Directorate.

Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- The overall the budget consultation identified a number of digitalisation savings, including 'CONSULT 1' for £212,000 that was allocated against the City Operations Directorate. This potential budget saving fell against the category of 'Income Generation' and was described as:

*'Improve Charging & Income Generation Projects – Generate additional income through an increase in fees and charges across City Operations in addition to maximising opportunities for recharging for services, particularly through digitalisation'.*

The saving was consistently risk rated as 'Green' and was listed against the Strategic Planning & Transport Cabinet portfolio. At the meeting Members asked for further detail around how the £212,000 saving would be achieved, but were not provided with a sufficiently detailed explanation. The letter to the Cabinet Member explained that the Environmental

Scrutiny Committee was due to scrutinise the budget proposals at a meeting on the 14<sup>th</sup> February, and that if the 'CONSULT 1' saving of £212,000 still featured as a budget line the Committee would be expecting a more detailed answer.

- At the meeting a number of questions were raised about 'Consult 38' from the '2018/19 Budget Proposals – For Consultation'. This referenced a £1.206 million saving that had been allocated against the Corporate Management budget alongside the title of 'Business Processes including Digitalisation'. The saving was described as:

*'Council Wide Efficiencies – In line with the Council's digital strategy, this saving will be achieved through delivering business efficiencies through third party spend, charging processes, technology and staff resources. This will put the use of digital forms of communication and service delivery at the heart of how the Council operates and interacts with the people it serves'.*

The saving was consistently risk rated as 'Red – Amber' and was placed under the saving category 'TBC'. It was anticipated that these savings were to be applied 'Council Wide', and as such a part of the £1.206 million saving could be applied against the City Operations Directorate or other services that might fall within the remit of the Environmental Scrutiny Committee. Members asked how much (if any) of the saving would be applied against the City Operations Directorate or any other services provided within the remit of the Environmental Scrutiny Committee. Officers from the City Operations Directorate were unable to provide an answer to the question, explaining that it was a 'Corporate Management' issue that was still being developed. They were also unable to answer a second question as to whether a detailed business plan had been put in place to ensure that the saving was achieved. Failure to provide an adequate explanation around on how a £1.206 million digitalisation saving was to be achieved and the impact that it would have on services relevant to the Environmental Scrutiny Committee terms of reference left the Committee feeling concerned about the achievability of the savings, and

so the Committee decided to refer the matter to the Chair of the Policy Review & Performance Scrutiny Committee in advance of budget scrutiny on the 14<sup>th</sup> February.

- During the meeting it was explained that modern digital technology could deliver efficiency and savings, however, it also required constant additional investment to ensure that all of the necessary upgrades are applied. This means that future technology budgets will need to be supported by regular funding increases to ensure that systems continue to work and that any savings / efficiency gains are not lost. In the letter to the Cabinet Member the Committee pointed out that most major private companies set aside regular increases for technology budgets and the Council should not be any different. This point was noted in the Committee letter to the Chair of the Policy Review & Performance Scrutiny Committee in reference to the range of 'Council Wide' digitalisation projects.



## **Update to the Recycling & Waste Management Strategy (17 April 2018)**

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The meeting on 17 April 2018 gave Members the opportunity to scrutinise and comment on an item titled 'Update to the Recycling & Waste Management Strategy' to review future proposals for recycling and waste management in the city. The Cabinet Member for Clean Streets, Recycling & Environment attended the meeting and was supported by officers from the Planning, Transport & Environment Directorate. The bulk of the detail on the item was provided in a presentation to the Committee titled 'Recycling & Waste Management Strategy 2018 – 2021' that focused on the background to the report; challenges facing the Council in terms of recycling; wheeled bin & glass bottle recycling trials and the consultation exercise for the strategy. Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- The Committee looked forward to receiving the draft Cabinet papers on the Recycling & Waste Management Strategy at the Environmental Scrutiny Committee meeting on the 15 May so that they could undertake pre decision scrutiny.
- A Member emphasised the point that there were large differences between the recycling challenges experienced across Cardiff's 29 wards. With this in mind, the Committee felt that a flexible approach should be applied to the development of the revised Recycling & Waste Management Strategy, and that if a recycling proposal wasn't successful in one ward it didn't necessarily mean that it would not work well in another.
- Members were concerned by the comment made by the Cabinet Member that the Commercial Waste Service was only achieving recycling rates of approximately 25%, and that this was having a direct impact on Cardiff's overall recycling rate. The Committee felt that this was something that needed to improve to ensure that recycling rates increased.

- Members agreed that it is important to run a very thorough three month consultation exercise for a strategy. They also stressed the importance of detailed consultation with local ward Members as they hold significant amounts local information about the wards that they represent; this information will be essential in delivering a flexible bespoke Recycling & Waste Management Strategy for Cardiff.

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## Managing Food Hygiene in Cardiff (3 October 2017)

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The meeting on 3 October 2017 gave Members the opportunity to scrutinise and comment on an item titled 'Managing Food Hygiene in Cardiff' to review how food hygiene is managed in the city. The Cabinet Member for Clean Streets, Recycling & Environment attended the meeting and was supported by officers from the Shared Regulatory Service. The purposed of the report was to review:

- The role, responsibilities and challenges facing Shared Regulatory Services in managing food hygiene in Cardiff;
- The aims and objectives of Shared Regulatory Services in terms of managing food hygiene in Cardiff;
- Performance targets facing Shared Regulatory Services for managing food hygiene in Cardiff;
- The resources available to Shared Regulatory Services for managing food hygiene in Cardiff.

Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- The Committee acknowledged that the resources available to Shared Regulatory Services for managing food hygiene in Cardiff were limited given the scale of the task. At the same time, the targets set by the Welsh Government for food hygiene were very high; for example, there was a 93% target for PAM/023 that measures the percentage of food establishments which were broadly compliant with food hygiene standards. Considering the challenges faced Members felt that Shared Regulatory Services deserved to be congratulated for the work and results that they delivered.
- **Income Generation** - Members supported the approach taken by Shared Regulatory Services in generating income from some food hygiene related services. The Committee understood that the approach was

relatively new and that it was not realistic for the income raised to fully offset any future funding cuts. With this in mind Committee encouraged the Cabinet Member to continually review best practice across the food hygiene industry to help identify any new potential income streams.

- **Extending the Food Hygiene Rating Scheme** - It was clear that the Food Hygiene Rating Scheme had made a really positive impact in terms of raising public awareness and food hygiene standards in Cardiff. Businesses viewed a good Food Hygiene Rating Score as an asset while the public seemed to use the score as a determining factor when deciding where to eat. During the meeting Members explored the idea of placing Food Hygiene Rating Scores onto takeaway menus and websites. They were told that there is no current statutory requirement for this to happen at the moment, however, it is something that the Welsh Government had considered. Opinion as to whether Food Hygiene Rating Scores should be added to websites or takeaway menus was divided, with some Members taking the view that a link to the Food Standards website should be sufficient while others felt that a score on a menu or website was a far more transparent option. Either way the Committee believed that highlighting the score or how to access the score was important as it put the public in a better position to make an informed choice.
- **Targeted Food Hygiene Events** - Members were pleased that Shared Regulatory Services were running food hygiene events; in particular they were impressed that approximately 180 businesses had recently attended an event at the Principality Stadium. The Committee felt that this approach could be further developed to support some harder to reach food catering establishments by having targeted events in specific geographical areas, for example, the idea of running an event targeted at food businesses on City Road was suggested.

## Cardiff's Taxi Services (3 October 2017)

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The meeting on 3 October 2017 gave Members the opportunity to scrutinise and comment on an item titled 'Cardiff's Taxi Services' to review the standards of taxi provision in the city. The Cabinet Member for Clean Streets, Recycling & Environment attended the meeting and was supported by officers from the Shared Regulatory Service. The purposed of the report was:

- To provide Members with a briefing on the way in which Taxi Services in Cardiff currently operate, the challenges that they face and to consider where improvements can potentially be achieved.

Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- **Blocking Bus Lanes** – Some Members of the Committee were concerned by the frequency with which bus lanes were blocked by taxis in the city centre. Officers explained that taxis were allowed to use Cardiff's bus lanes and that dropping off and picking up is permitted, however, this had to be done within a 'reasonable' timescale and that using the bus lanes as extended layover spots or unofficial taxi ranks was not allowed. The Committee felt that the bus lanes need to be kept clear as unnecessary blockages delayed bus journeys and had an impact on Cardiff's 50:50 modal shift target. Members urged that the strongest possible enforcement action should be taken against persistent offenders with the hope that this would stress the message that the Council does not tolerate taxis blocking bus lanes.
- **Taxi Spot Checks** - The Committee strongly supported the use of regular taxi spot checks to ensure that licensing conditions and standards are followed in Cardiff. One of the Members stressed the importance of checking the individual's details against the actual vehicle and taxi driver licensing scheme to establish that they are an authorised driver. The Committee agreed with the idea of having a more thorough driver

validation check as a part of the spot check process – this they felt would help improve taxi safety and standards in the city.

- **Taxi Ranks** - The issue of taxi ranks and the impact that they have on the city centre was discussed at the meeting. The Members concluded that it was time to review the provision of taxi ranks in the city centre, and asked the Cabinet Member to undertake a taxi rank review.
- **Taxi Marshals** – Members welcomed the intention of the Cardiff Business Improvement District (BID) to fund the appointment of additional taxi marshals in the city centre. The Committee felt that this would enhance provision and improve Cardiff's taxi offer. The only concern that Members had was ensuring a consistent standard across the BID and Council funded staff so that the public receive a seamless and consistent service.
- **Common Taxi Policies** –Members were pleased to hear that the creation of Shared Regulatory Services had largely resulted in the standardisation of the taxi licensing processes across the Cardiff, Bridgend and Vale of Glamorgan. They felt that this was a very positive step forward and that standardisation was something that would only benefit taxi licensing standards across Wales as a whole.

## PRE DECISION SCRUTINY

### **First Cardiff Local Development Plan Annual Monitoring Report (3 October 2017)**

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The meeting on 3 October 2017 provided the Environmental Scrutiny Committee with the opportunity to scrutinise and comment on an item titled 'Member Briefing: First Cardiff Local Development Plan Annual Monitoring Report'. The reason for receiving the report was to provide a short briefing to Members on the content of a Cabinet report titled 'First Cardiff Local Development Plan Annual Monitoring Report' that was later presented to Cabinet on Thursday 21 September 2017. Members were asked to note the content of the item and discuss any future actions relating to the report. The main comment was that the document was the first in a series of reports designed to measure the progress of Cardiff's Local Development Plan; as such the best that the report could do was identify a number of baseline values against future progress could be measured. Members noted the content of the report and agreed to undertake further scrutiny of the 'Second Cardiff Local Development Plan Annual Monitoring Report' due to be published in the autumn of 2018.

## **Draft Corporate Plan 2018 to 2021 & 2018/19 Draft Cabinet Budget proposals (14 February 2018)**

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The meeting on 14 February 2018 provided the Committee with the opportunity to scrutinise and comment on the 'Draft Corporate Plan 2018 to 2021 & 2018/19 Draft Budget Proposals'. The Cabinet Members for Clean Streets, Recycling & Environment, Strategic Planning & Transport and Finance, Modernisation & Performance were invited to the meeting. They were supported by officers from the City Operations, Commercial & Collaborative Services and the Resources Directorate.

The letter sent after the meeting to the Cabinet Member for Finance, Modernisation and Performance addressed the content of the whole meeting and made the following key points:

### **Corporate Overview**

- The Committee was concerned at the increasing borrowing costs associated with the Capital Programme – it was explained at the meeting that interest payments could account for 16.5% of the Council's revenue budget by 2022/23. While Members supported the majority of the proposals contained in the Capital Programme they were concerned that the Council was not spending tomorrow's money today. At the same time they acknowledged that interest rates were exceptionally low at the time and so some of the Committee were of the view that it was a good time to borrow and invest. Members concluded that it would be prudent to review the Capital Programme to prioritise any essential projects.

### **Strategic Planning & Transport Portfolio - Draft Budget Proposals**

#### **2018/19 – Corporate Overview**

- Members were pleased to see that £1.4 million had been included in the Capital Programme for the delivery of the Western Transport Bus Interchange. They agreed that the creation of a series of transport hubs for the city was essential to keep the city moving and that such development



would support the operation of the new integrated transport hub. The Committee supported the capital investment, but at the same time urged the Council to ensure that at least some of the satellite transport hubs were operational by the time the new integrated transport hub was completed.

### **Clean Streets, Recycling & Environment Portfolio - Draft Budget Proposals 2018/19 – Corporate Overview**

- The Committee was concerned at the reduction in recycling income due to the global decline in prices. They agreed with the provision of the financial pressure bid for £523,000 to support the growth of dry recycling processing and to compensate for the reduction in income. Members understood that it presented a difficult challenge for the Council and commend the Cabinet Member for Clean Streets, Recycling & Environment and officers from Commercial & Collaboration Services for taking positive steps to mitigate and solve the problem.

## Coastal Risk Management Programme (6 March 2018)

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The meeting on 6 March 2018 gave Members the opportunity to scrutinise and comment on an item titled 'Coastal Risk Management Programme' due to be received at the Cabinet meeting on the 15 March 2018. The Cabinet Member for Clean Streets, Recycling & Environment was invited to the meeting and was supported by officers from the City Operations Directorate. The purposed of the report due to be received by Cabinet was:

- To provide a briefing to Cabinet on the current state of Cardiff's coastal defences and the Welsh Government Coastal Risk Management Programme;
- To seek Cabinet approval for the commitment to procure the detailed design and construction of the coastal defences valued at £11 million.

Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- The Committee supported the plan to improve coastal flood defences between Rover Way in the west and Lamby Way in the east. They felt that it was vital to ensure that the large number of homes and businesses in the area were properly protected against coastal erosion and future potential flood risks. They believed that working with Welsh Government to deliver the scheme was very positive and looked forward to future scrutiny of the plans for the next phase of the process.
- The Committee felt that it would be a very positive thing if the new coastal flood defence scheme could be designed to support wildlife in the area and allow for a range of leisure opportunities, for example, walking. They asked the Cabinet Member for Clean Streets, Recycling & Environment to look at these options and do what he could to build them into the design process.
- A Member asked if sufficient modelling had been undertaken to assess the impact that creating the scheme would have on other nearby coastal

areas. It was suggested that some modelling work had been carried out, and so Members asked for further details of any coastal modelling information that had been carried out for the proposed implementation of the scheme.

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## **New Burial Space – Member Briefing Note (6 March 2018)**

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The meeting on 6 March 2018 gave Members the opportunity to scrutinise and comment on an item titled 'New Burial Space – Member Briefing Note'. This was in advance of a Cabinet paper titled 'New Burial Space' being received at the Cabinet meeting on the 15 March 2018. The purpose of the report due to be received by Cabinet was to seek Cabinet approval to develop an area of existing Council owned land North of the M4 on the A469 for new cemetery space. Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- Members of the Committee were supportive of the proposal to locate the new cemetery at Thornhill Farm and felt that its close proximity to the Thornhill Crematorium and the facilities that it offers made it a logical option.
- The Committee asked that before any work commenced on Phase 1 of the development an assessment was carried out to see if any long term savings could be achieved by delivering all of the required supporting infrastructure for the whole site at the outset.

## Pre Decision Scrutiny: Air Quality – Welsh Government Direction (27 March 2018)

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The meeting on 27 March 2018 gave Members the opportunity to scrutinise and comment on an item titled 'Pre Decision Scrutiny: Air Quality – Welsh Government Direction' due to be received at the Cabinet meeting on the 28 March 2018. The Cabinet Members for Clean Streets, Recycling & Environment; Strategic Planning & Environment and Social Care, Health & Well Being were invited to the meeting and supported by officers from the City Operations Directorate. The purposed of the report to be received by Cabinet was:

- To note that the Council has received a legal direction from Welsh Government titled Environment Act 1995 (feasibility study for Nitrogen Dioxide Compliance) Air Quality Direction 2018;
- To enable Cabinet to approve the undertaking of a feasibility study as required by the legal direction from Welsh Government;
- To approve the procurement of a specialist consultant to undertake the feasibility study to identify options for improving air quality and delivering compliance with the legal limits for nitrogen dioxide in Cardiff.

Following discussion, questions and comments, Committee sent a letter to the Cabinet Member, making the following key points:

- **DEFRA Modelling Data** - During the meeting it was explained that modelling undertaken by DEFRA indicated that Cardiff would be non-compliant beyond 2023 in terms of achieving the EU air quality directive limits; the potential breaches were identified along sections of the A48 and A4232. The Committee acknowledge the importance of the feasibility study and its role in verifying the DEFRA modelled air quality results, and asked for confirmation of the DEFRA results for both sites along with details of when the exercise was undertaken, the data sets used to simulate traffic flows and a breakdown of all other assumptions applied to the calculation.

- **Feasibility Study & Procurement Timescales** - Members were concerned about the exceptionally tight timescales placed upon the Council for delivering the feasibility study and indeed identifying a plan to achieve air quality compliance in 'the shortest possible time'. They felt that completing the feasibility study by the 30 September was a significant challenge, particularly given that several comparable cities had taken in excess of two years to complete the same task. Concerns were raised that the short timescale might mean that the exercise was rushed to the detriment of achieving the best outcome for Cardiff, and that the formal procurement of an air quality consultant had yet to start. The Committee asked for assurance that the short timescale for delivering the feasibility study would not prevent the Council from achieving the best outcome for Cardiff and that the time taken to procure a specialist air quality consultant has been built into the six month window for delivering the feasibility study in Cardiff.
- **Regional Collaboration** - The Committee welcomed the comments of the Cabinet Member for Strategic Planning & Transport in relation to working with neighbouring local authorities to identify the best solutions for dealing with Cardiff's air quality challenges, and in achieving the widest possible audience for the consultation exercise supporting 'Cardiff's Transport & Clean Air Green Paper'.
- **Low Emission / Sustainable Fuels** – The Committee welcomed the commitment made by the Cabinet Member for Clean Streets, Recycling & Environment in terms of developing the use of low emission / sustainable fuels in Cardiff. They felt that the use of low emission vehicles and sustainable fuel sources would be a major contributing factor in improving Cardiff's air quality. They encouraged the Council to be bold in its approach and consider all of the potential solutions available, for example, electric and hydrogen powered vehicles.

- **Electricity Supply** – Several of the Members were concerned at the comment made about the available supply of electricity in Cardiff being potentially insufficient to meet the future demand created by the growth of electric vehicles. They asked for details of the current electricity supply available to Cardiff; estimates for the increase in electric vehicles in the city and the projected increase in demand for electricity created by the new electric vehicles.
- **Finances** – The Committee welcomed the positive financial statement made in the letter from the Minister for Environment. They were reassured to hear that the Welsh Government would be supporting the Council to address the challenge and that they had agreed to support the funding for the feasibility study and implementation of the scheme to be identified for improving Cardiff's air quality.
- **Cardiff's Transport & Clean Air Green Paper** – Members welcomed 'Cardiff's Transport & Clean Air Green Paper' and the consultation exercise to support the piece of work. They agreed that it was well constructed and identified a number of important ideas that are essential for transforming Cardiff into a modern sustainable travel city. The Committee stressed that timescales for achieving air quality compliance were in very short and some of the more significant projects (for example, the Metro) would be delivered outside of this period. Given the timescales and resources available Members emphasised the importance of delivering as many of the short term measures within the Council's control as quickly as possible, for example, continued focus on 20 mph zones and parking restriction measures. They also acknowledged the need for any major transport infrastructure projects due for completion within this timescale to be delivered on time.

## Cardiff District Heat Network (17 April 2017)

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The meeting on 17 April 2018 gave Members the opportunity to scrutinise and comment on an item titled 'Cardiff District Heat Network' in advance of the proposal being considered by Cabinet on the 19 April 2018. The Cabinet Member for Clean Streets, Recycling & Environment was invited to the meeting and was supported by officers from the Planning, Transport & Environment Directorate. The purposed of the report due to be received by Cabinet was:

- To report the outcome of a Detailed Feasibility Study on District Heat Networks in Cardiff;
- To present the Outline Business Case (OBC) for the proposed Cardiff Heat Network (CHN) recommended in this study;
- To seek authority to commence with the next steps of the project including grant applications and the development of a Final Business Case (FBC) for further consideration by the Cabinet;
- To signal a future Council Capital Bid for £4m of Public Works Loan Board Invest to Save borrowing for the CHN, subject to other funding confirmation and approval of a Full Business Case.

Following discussion, questions and comments the Committee sent a letter to the Cabinet Member, making the following key points:

- The Committee was content with the proposals contained within the Outline Business Case for Cardiff's District Heat Network. Members noted that the commercial case for Phase 1 of the scheme was financially tight based on the assumption of only supplying heat to public sector providers, with public sector grants being essential to make the scheme viable.
- Members noted the 'Key Milestones' slide in the presentation that contained a long list of actions that will need to be achieved to deliver the Final Business Case and award of the DBOM contract. They asked if the Cabinet Member for Clean Streets, Recycling & Environment would keep the Committee informed on the progress of the project so that future



scrutiny could be built into the Environmental Scrutiny Committee work programme.

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## **Pre Decision Scrutiny: Funding the New Bus Transport Interchange (18 July 2017)**

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Members recognised the importance to residents, commuters, visitors, employers and businesses of having a high quality bus transport interchange in place as soon as possible. Committee time was made available to undertake regular scrutiny of proposals as these came forward throughout 2017-18. In all, the Environmental Scrutiny Committee undertook two separate joint scrutinies with the Economy & Culture Scrutiny Committee on proposals for delivering a new Cardiff Bus Station. These focused on exploring the following with Councillor Russell Goodway – Cabinet Member Investment & Development, and senior officers: funding mechanisms, the fit with neighbouring regeneration proposals for Central Square, Central Train Station and Central Quay; risk management; and deliverability.

**Pre-Decision Scrutiny – July 2017** - The Committee held a joint meeting with the Economy & Culture Scrutiny Committee, to carry out pre-decision scrutiny of a report to Cabinet on the bus station. At the meeting, Members explored issues relating to the financing of the bus station, including: financial assumptions; how risks to the Council were addressed and mitigated; the timeline for delivering the bus station; and the recommendations to Cabinet.

Following the meeting, the Chair wrote to convey the joint Committee's support for the recommendations to Cabinet in terms of a market driven approach to determining the end use of the space above the bus station. Members asked to be kept informed of progress with a bid to Welsh Government for assistance in meeting technical fit out and highway improvements. Members also highlighted the need to ensure due diligence checks are applied to ensure robust financial modelling and consideration of legal advice.

Councillor Goodway responded to the Chair's letter, stating that the administration would *'seek to achieve the best possible return on the council's investment to ensure that we can deliver the best possible facility but also*

*taking account of the timescales we need to work to if we are to deliver the facility in an acceptable timeframe*'. Councillor Goodway also stated that he would ensure that council officials adopt a robust approach to ensure due diligence.

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## Recycling & Waste Management Strategy – 2018 to 2021 (15 May 2018)

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The meeting on 15 May 2018 gave Members the opportunity to scrutinise and comment on an item titled 'Recycling & Waste Management Strategy – 2018 to 2021' in advance of the proposal being considered by Cabinet on the 17 May 2018. The Cabinet Member for Clean Streets, Recycling & Environment was invited to the meeting and was supported by officers from the Planning, Transport & Environment Directorate. The purposed of the report due to be received by Cabinet was:

- XXXXXXXX;
- XXXXXXXX;
- XXXXXXXX;
- XXXXXXXX.

Following discussion, questions and comments the Committee sent a letter to the Cabinet Member, making the following key points:

## RECOMMENDED FUTURE WORK PROGRAMME

The Committee receives regular work programme updates at which Members have the opportunity to consider items for inclusion on the work programme, and can also suggest any new issues which may be of interest to the Committee. The following issues are considered as suitable for inclusion in the 2017/18 work programme:

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Room 263, County Hall, Atlantic Wharf, Cardiff. CF10 4UW  
Tel: 029 2087 2953 Email: [scrutinyviewpoints@cardiff.gov.uk](mailto:scrutinyviewpoints@cardiff.gov.uk)

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**CYNGOR CAERDYDD  
CARDIFF COUNCIL**

**ENVIRONMENTAL SCRUTINY COMMITTEE**

**15 MAY 2018**

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**ENVIRONMENTAL SCRUTINY COMMITTEE – WORK PROGRAMME  
REVIEW**

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**Background**

1. The Constitution states that each Scrutiny Committee will set their own work programme. This is undertaken at the beginning of a municipal year and updated as the work progresses. The work programme needs to be carefully constructed so that the time available to the Committee is used most effectively.
2. The Environmental Scrutiny Committee's Terms of Reference provide the Committee with the responsibility for the scrutiny of a number of specific service areas. A copy of the terms of reference has been attached to this document as **Appendix 1**. This will remind Members of the scope of ideas that can be considered.
3. The Committee is responsible for the scrutiny of a number of policies and strategies that affect the sustainability and environment of Cardiff. It can also undertake investigations into any of these areas.
4. The construction of a work programme involves obtaining information from a range of sources, these include:
  - Information from the relevant Directorate;
  - Relevant extracts from the current Corporate Plan;
  - Suggestions and ideas put forward by the previous Environmental Scrutiny Committee;
  - Member suggestions and observations;
  - Citizen and third party comments and observations;

- Performance Information.
5. The topics gathered from the sources identified above were recorded in a document titled 'Environmental Scrutiny Committee Work Programme – Potential Work Programme Items 2017/18'; this document was first considered at a meeting on the 18<sup>th</sup> July 2017 and then used to create the version of the 'Environmental Scrutiny Committee Work Programme 2017/18' that was approved at the meeting on the 5<sup>th</sup> September 2017.
  6. The Environmental Scrutiny Committee Work Programme 2017/18 document that was agreed at the April 2018 meeting (**Appendix 2**) sets out the items for the period December 2017 to May 2018. In an effort to create a more relevant and reactive work programme the Chair of the Committee has decided to review the work programme on a monthly basis using an 'Environmental Scrutiny Committee – Work Programme Review'.
  7. At this meeting Members will have an opportunity to discuss the items for scrutiny at the June 2018 meeting. Suggested items for this meeting include:
    - Tree Management;
    - British Cycling HSBC Core Cities Cycling Partnership
    - Cabinet Response to Restore Our Rivers
    - Planning, Transport & Environment Directorate – Delivery Plan
    - Performance Monitoring – Quarters 3 & 4 - 2017/18
  8. In addition to the programme of schedule of meetings the Committee has agreed to undertake two task & finish exercises during the 2017/18 municipal year. The work on the task & finish report for 'Improving Cardiff's Air Quality' has finished and an inquiry titled 'Litter & Fly Tipping Management' has started. This item will provide Members with an update on the progress of the 'Litter & Fly Tipping Management' inquiry.

### **Way Forward**

9. Members should consider the 'Draft Environmental Scrutiny Committee Work Programme 2017/18' and agree a number of items for the June 2018 meeting. In



addition to this they should discuss the progress of the 'Litter & Fly Tipping Management' task & finish exercise.

### **Legal Implications**

10. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

11. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

### **RECOMMENDATION**

The Committee is recommended to:

- i. Consider the contents of this report; and,

ii. Agree a way forward for the work programme.

**DAVINA FIORE**

**Director of Governance & Legal Services**

**9 May 2018**

## Environmental Scrutiny Committee – Terms of Reference

The role of this Committee is to scrutinise, measure and actively promote improvement in the Council's performance in the provision of services and compliance with Council policies, aims and objectives in the area of environmental sustainability including:

- Strategic Planning Policy
- Sustainability Policy
- Environmental Health Policy
- Public Protection Policy
- Licensing Policy
- Waste Management
- Strategic Waste Projects
- Street Cleansing
- Cycling and Walking
- Streetscape
- Strategic Transportation Partnership
- Transport Policy and Development
- Intelligent Transport Solutions
- Public Transport
- Parking Management

To assess the impact of partnerships with and resources and services provided by external organisations including the Welsh Government, joint local government services, Welsh Government Sponsored Public Bodies and quasi-departmental nongovernmental bodies on the effectiveness of Council service delivery.

To report to an appropriate Cabinet or Council meeting on its findings and to make recommendations on measures which may enhance Council performance and service delivery in this area.

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	Tuesday 5th December	Tuesday 16th January 2018	Wednesday 14th February 2018	Tuesday 6th March 2018	Tuesday 17th April 2018	Tuesday 15th May 2018
<b>Corporate items</b>	Monitoring Quarterly Performance 2017/18	Monitoring Quarterly Performance 2017/18	Scrutiny of the Budget & Corporate Plan for 2018/18			
<b>Information reports</b>	Roles & Responsibilities of Flood Risk Management in Cardiff	City Operations Digitalisation Projects		Coastal Risk Management Programme	Cardiff District Heat Network	Greener Grangetown - Member Update
	Roath Flood Defence Scheme	Improving Cardiff's Air Quality - Task & Finish Exercise - Member Update		New Burial Space - Member Briefing Note	Recycling & Waste Management Strategy - 2018 to 2021	Pre Decision Scrutiny of Cabinet Paper titled 'Recycling & Waste Management Strategy - 2018 to 2021
	Environmental Scrutiny Committee - Work Programme Review	Environmental Scrutiny Committee - Work Programme Review		Improving Cardiff's Air Quality - Task & Finish Exercise - Member Update	Improving Cardiff's Air Quality - Task & Finish Exercise - Draft Report	Environmental Scrutiny Committee - Draft Annual Report 2017/18
				Environmental Scrutiny Committee - Work Programme Review	Environmental Scrutiny Committee - Work Programme Review	Environmental Scrutiny Committee - Work Programme Review
<b>Cabinet responses</b>		Cabinet Response to Managing Section 106 Funding for the Development of Community Projects				

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