



County Hall
Cardiff
CF10 4UW
Tel: (029) 2087 2000

Neuadd y Sir
Caerdydd
CF10 4UW
Ffôn: (029) 2087 2000

AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	THURSDAY, 6 JULY 2023, 4.30 PM
Venue	CR 4, COUNTY HALL - MULTI LOCATION MEETING
Membership	Councillor Owen Jones (Chair) Councillors Derbyshire, Gibson, Green, Lancaster, Lloyd Jones, Jackie Parry, Proctor 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 - 14)

To approve as a correct record the minutes of the previous meeting.

4 Replacement of Recycling Fleet for Residential Collections 4.35 pm
(Pages 15 - 32)

Pre decision

5 Committee Business Work Programming (Pages 33 - 42) 5.35 pm

To discuss development of the Committee Forward Work Programme

6 Urgent Items (if any) 6.35 pm

7 Way Forward

6.35 pm

To review the evidence and information gathered during the meeting, agree Members comments, observations and concerns to be passed on to the relevant Cabinet Member by the Chair.

8 Date of next meeting

Thursday 14 September 2023, 4:30 pm

Davina Fiore

Director Governance & Legal Services

Date: Friday, 30 June 2023

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

WEBCASTING

This meeting will be filmed for live and/or subsequent broadcast on the Council's website. The whole of the meeting will be filmed, except where there are confidential or exempt items, and the footage will be on the website for 6 months. A copy of it will also be retained in accordance with the Council's data retention policy.

Members of the press and public may also film or record this meeting.

If you make a representation to the meeting you will be deemed to have consented to being filmed. By entering the body of the Chamber or meeting room you are also consenting to being filmed and to the possible use of those images and sound recordings for webcasting, public information, press coverage and/or training purposes.

If you have any queries regarding webcasting of meetings, please contact Democratic Services on 02920 872020 or email [Democratic Services](#)

This page is intentionally left blank

ENVIRONMENTAL SCRUTINY COMMITTEE

15 JUNE 2023

Present: Councillor Owen Jones(Chairperson)
Councillors Derbyshire, Gibson, Green, Lancaster, Lloyd Jones,
Proctor and Wood

1 : CHAIRPERSON AND MEMBERSHIP

The Committee noted that Council on 25 May 2023 appoint Councillor Owen Jones as Chairperson of the Committee and the following as members Councillors Derbyshire, Green, Lloyd Jones, Proctor, Lancaster, Parry, Wood, Gibson.

2 : TERMS OF REFERENCE

The Committee noted its terms of reference.

3 : APOLOGIES FOR ABSENCE

Apologies were received from Councillor Jackie Parry and Shifa Shazad.

4 : DECLARATIONS OF INTEREST

Councillor Proctor Item 7 Personal Works for Community Housing
Cymru

5 : MINUTES

The minutes of the meeting held on 11 May 2023 were approved by the Committee as a correct record and were signed by the Chairperson.

6 : PLANNING TRANSPORT AND ENVIRONMENT DIRECTORATE DELIVERY PLAN

The Committee received a report providing Members with an overview of the Planning, Transport and Environment Directorate Services Plan within the terms of reference of this Committee and the Directorate's contribution to the Council's Corporate Plan, its key achievements during the previous year and an outline of the future challenges facing the directorate. The report provided an opportunity to gain an understanding of the operation of the directorate and its key priorities for the year.

The Chairperson welcomed Councillor Dan De'Ath, Cabinet Member for Transport and Strategy Planning, Councillor Caro Wild, Cabinet Member for Climate Change, Andrew Gregory, Director of Planning, Transport and Environment, Simon Gilbert, Head of Planning and Gareth Harcombe, Commercial Manager for Energy and Sustainability, Jason Dixon, Transport Development and Network Management and Amy Preece, Traffic and Enforcement Maintenance to the meeting.

Following brief statements from the Cabinet Members, the officers were invited to deliver a presentation on the Directorate Delivery Plan.

The Chairperson opened the debate on this item. Members were invited to comment, seek clarification or raise questions on the information received. Those discussions are summarised as follows:

- Members asked how the Delivery Plan was informed by the results from the previous Delivery Plan; how successes in the previous plan were measured and whether those assessments have been brought forward. The Director advised that projects outlined in the plan have evolved over several years. Within that adjustments to the plan take place in response to policy changes, funding commitments and changes in the environment. The Director considered the previous Delivery Plan to have been a success.
- Officers confirmed that Welsh Government have agreed funding for the coastal defence works project in East Cardiff. The funding offer now needs to be formally accepted by the authority before works commence. Enabling works will begin in Quarter 2 2023. Officers acknowledge concerns raised by Members regarding river erosion. Consultation was undertaken and completed on the Flood Risk Strategy. Consultation feedback is being analysed and a full strategy will be brought forward in line with Welsh Government requirements. Water course improvements works will commence at a number of sites in the city during the year in line with the Flood Risk Strategy.
- The Committee noted that no results were included within the Delivery Plan for KPIs in relation to Corporate Performance. The Director provided an undertaking to report back to the Committee regarding this.
- Members noted the objective to promote local and low carbon food and to promote this in schools. A Member asked whether the authority has recognised that meat, and beef in particular, is the food with the highest carbon footprint and whether there would be any opportunity for the authority to have meat-free days in schools. Such a scheme would be within the Council's control and would provide healthier options for children at a reduced cost. The Cabinet Member for Climate Change welcomed the suggestion and considered that the Council should take the lead in terms of the behaviour change necessary to meet carbon emissions targets.
- Members noted the proposals set out in the Delivery Plan in terms of Minimum Energy Efficiency (MEEs) and other energy efficiency initiatives. Members noted that none of the proposals listed are EPCA or high energy efficiency standards. Members asked whether the proposed scheme and ambitions set out in the Delivery Plan for retro-fitting housing is sufficient to get to deliver the net zero target by 2030. The Director stated that some areas of the One Planet Cardiff strategy do not have the level of resources required to effect the level of change needed. This is a national issue. Within that context, the service is trying to work in partnership with other bodies, at a regional and national level, to scope the issue in terms of the level of resources required. The Director accepted that the

proposals set out in the Delivery Plan alone will not deliver the carbon emission reductions needed. The Commercial Manager for Energy and Sustainability advised that the Cardiff City Region Board has identified this issue as one of their key priorities. The current level of funding will not deliver the number of retro-fitted properties required annually. The Welsh Government's Heat Strategy is awaited and there is a suggestion that hydrogen may form part of the strategy in Cardiff. However, officers considered that boiler replacement and insulation schemes should not be delayed in the meantime. Members were advised that the need to upscale and agree on technologies are being fed into discussions with Welsh Government.

- Members requested an update on the Bus Strategy that is due to be introduced in 2023 and whether the delay in bringing forward the Strategy was impacting on modal shift targets. Members were advised that the Bus Strategy was close to being completed. There are factors taking place nationally and in the wider city region relating to the transition from Bus Emergency Scheme (BES) funding to Bus Transition Funding following on from the Covid-19 pandemic. There are still a reduced number of people travelling by bus and many people continue to work from home, which accords with the Welsh Government policy target of 30% of employees working from home. Modal shift stands at 55% sustainable transport at present. Traffic trends are also changing insofar as commuting has reduced but the overall volume of traffic is near pre-Covid-19 levels. Travel patterns over peak periods are returning. An Ask Cardiff Transport Survey will be undertaken to re-establish a baseline from 2023. Work is also ongoing in partnership with Transport for Wales in terms of data collection and the Regional Transport Plan.
- Members requested an update on the Park and Ride Strategy. The Director stated that the Park and Ride Strategy is supplementary to the Bus Strategy and it will be brought forward in due course.
- Members suggested that where KPI results for previous years are provided for comparative purposes it would be beneficial to have the targets for the previous years also.
- Members asked whether there was sufficient resource to address the challenges presented by the One Planet Cardiff strategy and Welsh Government policy in relation to climate change and how those projects would be prioritised due to budget pressures. The Director stated that the key programmes such as the metro network, One Planet Cardiff, road user pricing and energy projects were identified in the presentation. Any one of those projects could consume the entire directorate resource. The Directorate Delivery Plan identifies that choices will need to be made. The Director considered that if a core project, such as a sustainable transport system, is delivered, then other benefits will flow from that, for example, carbon reduction, wellbeing and air quality benefits.

- Members asked whether road user charging would help provide the additional resources required to address the One Planet Cardiff challenge and whether any other funding mechanisms were being considered. The Cabinet Member for Transport and Strategic Planning stated that road user charging would be transformational in terms of the ability to deliver a transport system that is fit for purpose.
- Members asked whether proposals to no longer advertise unhealthy food and drink options on bus shelters in the city would be introduced when contracts are renewed or through negotiation. Members also asked whether there were any other sites in the city where the Council may sell advertising space. The Cabinet Member for Transport and Strategic Planning stated that many advertising contracts are due to end in 2025. The Council already has a robust policy in terms of restrictions for certain types of food and gambling that is currently being applied. The administration is interested in exploring this matter, and also whether to limit the number of outlets offering unhealthy foods further within the powers available.
- A Member asked whether there was any focus on ensuring the Council's procurement is sustainable in terms of its carbon impact. The Cabinet Member for Climate Change stated 80% of the Council's carbon footprint comes via its supply chain. The new Socially Responsible Procurement Policy looks at how to remove carbon emissions from the supply chain. The Cabinet Member suggested that the Committee may wish to bring forward a report on the Socially Responsible Procurement Strategy at a future meeting.
- The Director stated that the projects outlined in the Delivery Plan will be delivered over an extended time period and they are reliant on any funding bids to Welsh Government and others. It was acknowledged that the external funding environment may not remain consistent.
- The Director confirmed that the process to make an appointment to the vacant Operational Manager One Planet was moving forward.
- The Committee requested that consideration be given to managing public expectations in terms of the delivery of some of the ambitions set out in the plan. Members highlighted the delivery of 8 new train stations in the city by 2028 as an example. Members believed this would be highly unlikely in the current climate. The Director accepted the point. The ambition was carried over from the preceding Delivery Plan and, although work is ongoing to achieve the delivery of all those stations, the timescales have slipped somewhat and it needs to be adjusted.

RESOLVED: That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

7 : REPLACEMENT LOCAL DEVELOPMENT PLAN - PREFERRED STRATEGY

Councillor Procter declared a personal interest in this item in accordance with the Code of Conduct as an employee of Community Housing Cymru.

The Committee received a report allowing Members with an opportunity for pre-decision scrutiny of the Draft Preferred Strategy for Cardiff's Local Development Plan (LDP) prior to its considered by Cabinet on 22 June 2023.

Members were advised that the current Local Development Plan was adopted in January 2016 by the Council and set out proposed planning and development for the city between 2006 and 2026. Section 69 of the Planning & Compulsory Order Act 2004 requires the Council to carry out a full review of the adopted LDP at least every 4 years following adoption. Following the establishment of Corporate Joint Committees (CJCs) and their role in regional development the replacement LDP that is currently being developed will be the last the Council produces before Strategic Development Plans (SDPs) are written.

The Chairperson invited Andrew Gregory, Director of Planning, Transport and Environment, Simon Gilbert, Head of Planning to deliver a presentation, following which Members were invited to comment, seek clarification or raise questions. Those discussions are summarised as follows:

- A Member stated that in urban area gardens provide far more biodiversity than some 'greenfield' areas of land, which are often farms that lack biodiversity. Concerns were raised that on some of the larger developments in the City there is a lack of green space and the gardens in these developments are getting smaller. As a result the One Planet Cardiff strategy and biodiversity in general are not being supported. Members asked whether the LDP could do more to support biodiversity. The Head of Planning stated that ecological factors and biodiversity net gain are considered. The LDP has an approximate 50:50 split of greenfield and brownfield sites. Members were reminded that greenfield sites yield a higher proportion of affordable housing. Development on those sites has been achieved with planning permissions that are consistent with the LPD, with approximately 40% development and 60% is open green space. Within the open space element ecological connectivity is specifically considered. A number of examples of the detailed level of planning undertaken were provided. The Head of Planning considered that the revised LDP would provide more opportunities to increase biodiversity in the city, including canopy cover. The Green Infrastructure Plan will also require the authority to look strategically to its corporate responsibility to protect the environment. The Director stated that the revised LDP will focus on placemaking and providing high quality, sustainable communities and biodiversity would be a critical element of that.
- Members requested further details in relation to the protection of river corridors in the city. The Head of Planning stated that there are multiple policies in place to protect river corridors including a specific policy in the current LDP. There is no

embargo to development, however, protection is afforded to the amenity and environmental value of those spaces, most notably not exacerbating any flood risk. The next LDP will include a review of the River Corridors Policy.

- Members noted that the Transport Interchange in Waungron Road does not appear on a map provided with the report. The Head of Planning stated that the interchange has planning permission and construction is underway. An undertaking was provided to check whether the interchange has been omitted.
- Members sought clarification around the distinction is given to areas that can be developed and areas that are biodiverse and should be protected when development is proposed on greenfields sites. The Head of Planning advised that 'greenfield' is defined as land that hasn't previously been developed. The LDP will have policies to protect areas of open space and areas of nature conservation importance. This will be considered whenever planning applications are received. The Head of Planning considered that the growth identified in the plan can be accommodated within the settlement boundary in the city, without expanding into green areas on the fringes of the city.
- Members asked whether the Supplementary Planning Guidance (SPGs) aimed at protection green space and biodiversity was within the scope of the LDP. The Head of Planning stated that it was but SPGs follow the LDP sequentially and can only be produced and approved once the LDP is formally adopted. However, the scope of the additional guidance required can be considered alongside the update of the LDP. The Green Infrastructure SPG provides robust guidance and it is supported by a number of technical guidance notes covering areas such as trees, ecology, biodiversity and parks, public rights of way. All current SPGs will need to be superseded by new SPGs.
- Members referred to an LDP strategic objective set out in the report – that new homes will be zero carbon by 2025. Members asked whether the objective covered every new home and how this would be achieved. The Head of Planning stated that, whilst zero carbon new homes is a planning consideration, the Welsh Government is seeking to address the challenge through Building Regulations and other regulatory processes.
- Members questioned how the expected number of new jobs to be created in the LDP was arrived at. Members also requested further details on the types of jobs envisaged. The Head of Planning advised that the figures quoted are a demand-led assessment and are based on the projected increase in the population of the city. Building 26,000 new homes would broadly equate to 32,000 new jobs. The jobs would across a range of sectors. The LDP will also seek to protect areas of land for employment purposes.

- Members asked whether officers were confident that the LDP will deliver affordable homes for the 7,000-plus people currently on the social housing waiting list or at least account for them. The Head of Planning stated that the LDP alone will not address social housing need. Collaboration between the Council and housing associations will be required. However, one of the main priorities in delivering the LDP would be to make significant reduction in the number on the social housing waiting list. New developments can help secure new affordable housing as part of those development or provide financial contributions. However, the challenge of inflationary pressures on land acquisitions, the construction industry and on supply chains means that there is less opportunity to secure Section 106 financial contributions from new developments and this impacts on the ability to maximise contributions to affordable housing schemes in the city. The LDP will support or prioritise social housing in certain locations through policy and there are opportunities to deliver more affordable housing strategically through brownfield development and housing density.
- Members asked how the Planning Authority will account for community engagement, in particular local concerns about new developments. The Head of Planning considered that nobody should feel excluded from the engagement process. If local people have concerns then there is an expectation that comments will be received, but peoples' views are valid and they need to be heard. The Consultation and Engagement Strategy will provide an opportunity for people to comment on the LDP who would not normally do so.
- Members asked whether consideration could be given to appointing a Community Engagement Officer. The Cabinet Member welcomed the idea and suggested that the new Community Cohesion Fund may be a potential source of funding.
- A Member felt that, in terms of bus corridors, there was a need for a north / east west corridor which would improve transport linkages between UHW and the North East of the City.
- Members requested whether there was scope to allow the consultation period to be extended by a further month. Officers accepted that the consultation period spanned the summer school holiday. The need to extend the consultation period was recognised and therefore it was agreed to extend the consultation period from 6 weeks to 10 weeks, until the end of September. The majority of public consultation events will take place towards the end of the consultation period. The Cabinet Member considered that whilst consultation over the summer school holiday was difficult for some people, it may be the only opportunity for other people to engage.
- A Member noted the results of an earlier consultation exercise undertaken. The Member asked whether the results of any future consultation exercises would be meaningful and why residents should participate if they feel that their views are

going to be ignored. The Head of Planning accepted the point. It was considered that the option chosen could be evidenced and backed by emerging data. It was anticipated that the results of the earlier consultation exercise would be skewed. In the previous LDP 90% of the comments received were objections to specific allocations in the plan rather than the content of the policies. The professional view is that there will be a disproportionate number of people commenting in areas where new development could be and that has to be balanced against the wider public interest in providing the most robust plan possible for the whole city. Consultation will be done in the public domain and the Committee will have an opportunity to consider the responses and interrogate the data when it is received.

- Members noted that the projected growth figure in the plan was 78% higher than the Welsh Government's projection. The current LDP also over-estimated population growth in the city. Members asked whether there was a danger of repeating the same mistake. The Head of Planning stated that prior to the current LDP there were no allocations of land for housing in the city. The environment is different now. It was not possible for officers to predict interest rates, rental prices and fiscal policy but the evidence considered points to the level of growth set out in the report. The figures are subject to sensitivity analysis such as known completion rates and assumptions about windfall sites. Members were advised that 20,000 of the predicted 26,000 new homes are subject to planning permission and are currently being constructed. This provides more certainty around predicting levels of population growth.
- In response to points raised earlier in the meeting regarding insulation of properties, it was suggested that an SPG on retrofitting properties with insulation in the city should be considered. Anecdotal evidence was provided that some properties which have been retrofitted are too hot in the summer months. The Head of Planning agreed and considered that there was now better understanding of how good design can address the issue. People are also using their properties differently post-covid so building regulations and design standings will need to adapt to this.
- Members commended the LDP in terms of protection of music and culture, HMOs in the city and greenfield allocations. In terms of Community Infrastructure Levies, Members questioned why recreational open space need to be phased towards the end of developments rather than from the outset. The Head of Planning stated that the Planning Authority is negotiating to bring more community infrastructure and affordable housing in during the early phases in new developments. The cashflow element of new developments also needs to be considered.

RESOLVED: That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

8 : COMMITTEE BUSINESS

The Committee received a report seeking approval of the Scrutiny Annual Report 2022/23 prior to consideration by Council on 29 June 2023.

RESOLVED – That the Scrutiny Annual Report 2022/23 be approved.

9 : URGENT ITEMS (IF ANY)

No urgent items.

10 : WAY FORWARD

11 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled for 4.30pm on 6 July 2023.

12 : CORRESPONDENCE FOLLOWING THE COMMITTEE MEETING

The meeting terminated at 7.00 pm

This page is intentionally left blank

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

06 JULY 2023

**REPLACEMENT OF THE RECYCLING FLEET FOR RESIDENTIAL
COLLECTIONS**

REASON FOR THE REPORT

1. To provide the Committee with an opportunity note and discuss the Cabinet paper titled 'Replacement of the Recycling Fleet for Residential Collections' in advance of it being presented at the Cabinet meeting in July 2023.
2. The report will recommend that the Cabinet approve the phased purchasing of a new recycling collection fleet over a three-year period with a value estimated at £9.7 million.

STRUCTURE OF THE PAPERS

3. Attached to this report are:
 - Appendix 1 - Cabinet Report
 - Appendix A – Total fleet requirement for the delivery of recycling and waste collection services to the residents of Cardiff.

BACKGROUND (points 2 – 7)

4. The current fleet of recycling and Refuse Collection Vehicles (RCVs) were procured in 2013/14 via a contract hire agreement. At the end of the agreement in 2018/19, the vehicles were purchased and maintained by Central Transport Services (CTS).
5. A proposal to upgrade the fleet was made, and in 2021/22 Refuse Collection Vehicles (RCV's) for 'residual and garden waste was completed. However, a decision in relation to food RCVs was deferred until there was clarification on how kerbside segregated recycling would be collected.
6. Following the recycling pilot it was decided that the following vehicles would be needed to support the delivery of the Recycling for Cardiff Strategy:

- Split back RCV's to collect both containers (tins and plastics) and mixed paper & card.
 - Top loader vehicle, with noise insulated interior, for collection of glass.
 - Top loader vehicle, with sealed plastic interior, for collection of food.
7. **Appendix A** to the Cabinet report provides a breakdown of the 78 vehicles required to deliver the service across Cardiff.
8. **Point 7** notes that of the 34 electric vehicles the service currently has, 12 are Refuse Collection Vehicle's.

ISSUES (points 8 – 21)

9. Currently the preferred solution is to purchase the replacement vehicles needed, these will then be leased from CTS, who will provide ongoing support, from within the service areas budget.
10. During the pilot was being undertaken a number of vehicles were leased five vehicles of these the smaller 7.5 tonne vehicle will be kept to support collections in more rural areas. And the remaining vehicle returned at the earliest opportunity or used in areas where there are a number of flats.
11. While the service would like to transient to electric RCV's the capacity for recharging at Lamby Way is limited. As a consequence, some vehicles will be purchased an others leased to allow flexibility to replace any diesel vehicles with electric when possible and off hiring of any vehicles when not needed.
12. All vehicles will have diesel engines that comply with Euro VI emission standards.
13. Procurement will be via a direct award to the manufacturer and the conversion via the Halton Housing Framework which provides a cost saving to the authority.
14. Delivery of the vehicles will be around a year following the purchase date, so capital investments is needed in 2024/25 and 206/27 for the phased purchase proposal.

Financial Implications (points 28 – 35)

15. The option to lease or purchase vehicles outright needs to be continually reviewed in line with a number of considerations to ensure the best value for the council at all times. The issues to be considered include:
 - Type of vehicle
 - Use of the vehicle
 - Approach to maintenance
 - Period the vehicle will be used for
 - Replacement strategy
16. As well as the capital (Invest to Save) budget to purchase the vehicles there also needs to be sufficient revenue to support vehicle maintenance.
17. The Cabinet report proposes £7.1m is used to procure vehicles in the current financial year, 2023/24, with an additional £2.6m in 2025/26.

Legal Implications

18. **Points 36 – 42** set out the legal requirements that council needs to take into consideration which include:
 - Advice from Legal Services regarding the **Call Off** process in the Framework agreement for Call Off contracts and the responsibility of the Service Area.
 - The need for further legal advice in respect of future **Office Decision Reports (ODRs)** if necessary
 - And in general duties with regard to the **Equality Act 2010**, the **Well-Being of Future Generations (Wales) Act 2015**, **Welsh Language Measure (Wales) 2011** and Welsh Language Standards.

Property Implications

19. .None noted in **point 45**

HR Implications

20. None noted in **point 46**

RECOMMENDATIONS TO CABINET

21. The Cabinet report will recommend:

- Approve the procurement of new recycling collection fleet over a three-year period with a value estimated at £9.7M.
- Approve the award of an initial contract (as set out in the report)
- Delegate authority to the Director of Economic Development subject to consultation with the Cabinet Member for Finance, Modernisation and Performance and the Cabinet Member Climate Change, s.151 Officer and Director Governance and Legal Services and Monitoring Officer, to deal with future award of contracts (and any ancillary agreements) as required in relation to this procurement.

22. The report also provides the explanation for these recommendations as:

- To support the programme of service improvements in recycling performance as identified in the Cardiff Recycling Strategy 2022-25.
- To support the Council meeting the statutory requirement to collect household recycling and waste.
- To support the Council meeting the statutory requirements of the vehicle operator's licence.

WAY FORWARD

23. Cllr Caro Wild, Cabinet Member for Climate Change and Matt Wakelam, Assistant Director Street Scene have been invited to make a statement and answer Member's questions.

Legal Implications

24. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making 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 the 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

25. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making 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. Consider the information in this report and the information presented at the meeting;
- ii. Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter; and,
- iii. Decide the way forward for any future scrutiny of the issues discussed.

Davina Fiore

Director of Governance & Legal Services

30th June 2023

This page is intentionally left blank

CABINET MEETING: 13 JULY 2023

**REPLACEMENT OF THE RECYCLING FLEET FOR RESIDENTIAL
COLLECTIONS**

CLIMATE CHANGE (COUNCILLOR CARO WILD)

AGENDA ITEM:

Reasons for this Report

1. To recommend the Cabinet approve the phased purchasing of a new recycling collection fleet over a three-year period with a value estimated at £9.7M, award of initial contract and delegation to Director (and others) to approve future awards (as set out in the report).

Background

2. The previous fleet of recycling Refuse Collection Vehicles were procured in 2013/14 via a contract hire agreement. On conclusion of the agreement in 2018/19, these vehicles were purchased and maintained by Central Transport Services (CTS).
3. A replacement program was initiated to modernise the fleet and the initial phase of fleet replacement was completed in 2021/22 with the replacement of Refuse Collection Vehicles to service residual and garden waste collections.
4. A decision was made not to proceed in 2021/22 with the procurement of food 18Tonne Refuse Collection Vehicles until a decision was made on how Cardiff would collect segregated recycling from the kerbside.
5. The Recycling Strategy and segregated recycling pilot has confirmed Cardiff will collect segregated kerbside recycling using the following vehicles:
 - Split back RCV's to collect both containers (tins and plastics) and mixed paper & card.
 - Top loader vehicle, with noise insulated interior, for collection of glass.
 - Top loader vehicle, with sealed plastic interior, for collection of food.

6. To deliver recycling and waste collection services for residents in Cardiff, a total of 78 vehicles are required; made up by 69 vehicles plus 9 service reserves. Appendix A shows the total fleet requirement for the delivery of recycling and waste collection services to residents of Cardiff.
7. Recycling and Neighbourhood Services have a total of 34 electric vehicles including 12 electric Refuses Collection Vehicles. The service are looking to procure a further 20 electric flat-bed Transit vehicles for cleansing in 2023/24 with vehicles being in service in 2024/25.

Issues

8. Current market prices and confirmed the best value approach is to purchase vehicles in comparison to leasing to replace the existing vehicle fleet.
9. The service will lease the vehicles from CTS with repayment and service costs budgeted within the service area's revenue budgets for running the service.
10. Vehicles will be fully supported by CTS. The preferred vehicle manufacturers will enable CTS to undertake and recharge remedial work under the vehicle warranty. The manufacturers will provide training, free of charge, to support this initiative where required.
11. The service has leased kerbside collection vehicles to support the segregated recycling pilots and to inform the approach to deliver segregated recycling collection.
12. The service has currently leased 5 kerbside collection vehicles (4 x 12Tonne and 1 x 7.5Tonne) until Quarter 3 2025. The 7.5Tonne kerbside vehicle will be retained to support collection of recycling from rural areas where it is efficient and effective. The other kerbside vehicles will be off-hired at the earliest opportunity or repurposed to support collection of non-kerbside recycling working in areas such as flats and areas of limited car use to have access to recycling available at Recycling Centres.
13. Policy changes such as Deposit Return Schemes and End Producer Responsibility may influence how recycling and residual waste is presented. Where applicable, leased vehicles will be off hired as part of the procurement process albeit the service will ensure a number of lease vehicles are retained to support changes in waste and recycling presented by residents due to Welsh Government policy changes.
14. The Council is committed to transitioning towards a clean fleet and reduce the reliance on diesel vehicles. Cardiff operates the largest fleet of electric RCV's in Wales, and further development of charging infrastructure will allow us to expand our fleet even further in the future.

15. To ensure there is flexibility in the procurement, some vehicles will be purchased, and some will be leased. This will allow the council to have the flexibility to move away from diesel engines when conditions allow.
16. Fully electric vehicles are not included in the vehicle replacement program. Lamby Way electrical supply capacity to charge vehicles is limited and until further work to deliver additional electrical supply capacity is achieved expansion of the electric fleet will be limited.
17. The service is working with the Council's Energy Team to identify the opportunity to utilise energy from a potential renewable energy scheme adjacent to Lamby Way.
18. All vehicles will be fitted with the latest Euro VI diesel engines.
19. The vehicle delivery is approximately 12 months from the date of the purchase order and therefore the Capital investment is seen in 2024/25 and 2026/27 for the two stages of procurement.
20. The procurement would be carried out as a direct award to the vehicle manufacturer Dennis Eagle for medium and Heavy Good Vehicle conversion via the Halton Housing Framework. It is proposed to do an initial award for the value of £7,098,202.00 which cabinet are asked to approve and to delegate subsequent awards to the Director and others as set out in recommendation 3.
21. Halton Housing is a housing association in the North West with a fleet procurement framework designed to reduce fleet procurement costs. The framework covers nine separate types of vehicles, ranging from small cars to 26 tonne refuse and recycling vehicles. The framework results in a fixed rebate paid by supplier (£50 per vehicle) to framework, rather than a percentage of the overall cost resulting in a saving to the authority.

Local Member Consultation

22. There are no local issues with respect to replacement of the recycling fleet.
23. The draft recycling strategy 2022-25 was published for public consultation with a resident survey on 14th February 2022 for 6 weeks. The feedback from the consultation supported the development for the final recycling strategy 2022-25 and the development of actions to deliver improvements.
24. Environmental Scrutiny Committee reviewed the consultation response report to the recycling strategy 2022-25 on 22nd July 2022.

Reasons for Recommendation

25. To support the programme of service improvements in recycling performance as identified in the Cardiff Recycling Strategy 2022-25.
26. To support the Council meeting the statutory requirement to collect household recycling and waste.
27. To support the Council meeting the statutory requirements of the vehicle operator's licence.

Financial Implications

28. The Council has the option to purchase outright, lease or hire vehicles. In either scenario, a key financial requirement is to ensure a revenue budget is in place to pay the annual costs charged for the vehicles over their useful life. The option to buy or lease will depend on a number of factors including the type of vehicle, use of the vehicle, approach to maintenance, period over which the vehicle is intended to be used and approach to age of replacement cycle. The outright purchase of these heavy vehicles follows previous procurements for refuse collection vehicles which have assumed that a purchase approach demonstrates best value. Such decisions need to continually be reviewed as part of the Council's approved fleet strategy and options appraisal.
29. The Council's Invest to save budget framework will need to include a capital programme budget for the vehicles to be acquired as set out in this report. This is estimated to be £7.1 million for vehicles to be procured in 2023/24 and £2.6 million in 2025/26. This will have a nil impact on the Council's corporate Capital Financing budget, as whether vehicles are leased or purchased, a revenue budget must be in place to meet the annual costs charged for the vehicles.
30. The costs of servicing additional borrowing for the costs for the vehicles to be purchased will be charged to the Council's Central Transport Services (CTS) revenue budget. This will comprise:
 - recovery of principal over a seven year period and
 - interest costs on any value of the fleet that remains unpaid for. This is based on the estimated Public Works Loan Board rate of interest on the date at which such vehicles are received for use, currently c 5.5%
31. Such costs are recoverable from CTS irrespective of whether CTS recover such costs from its approved charging mechanism. To ensure the financial sustainability of this policy approach to purchase of vehicles, any variations to this should be made in exceptional circumstances only, with the reasons, rationale and impact for this reported by the S151 as part of budget monitoring reports to Cabinet. CTS will recover such costs in accordance with its charging process, to include any maintenance costs for the vehicles. The charging basis is not disclosed in this report. Any such charges will need to be based on an agreed and transparent process to enable effective budgeting, monitoring and reporting for such costs and performance as part of an overall approved fleet strategy for the Council. Any costs of damage as a result of vehicle incidents in addition to

normal day to day repair, will also need to be met by the Directorate and monitoring processes should be in place to track and rectify recurring issues causing avoidable damage.

32. Subject to the outcome of the procurement exercise, the cost of replacing the fleet vehicles can be met from existing budgets and any allowance for increased costs held as part of the Medium-Term Financial Plan.
33. The numbers and types of vehicles required to be in place is set out in the Appendix A and has been the subject of a collection strategy previously considered by Cabinet. The report highlights vehicles that may not be required as a result of decisions to change collection from the pilot. Options will need to be considered to find alternative uses to minimise any adverse revenue budget impact. However this highlights the need for certainty of approach to collection methodology and frequency to ensure that the approach to acquisition remains sustainable and vehicles are effectively utilised for their intended purpose.
34. The procurement of these vehicles is based on the maintenance of vehicles by the Council's CTS function. The operating and maintaining departments of the council deem this best value and confirm these can be managed within existing budgets and financial mechanisms to manage maintenance the timing of servicing and maintenance requirements over the useful life of such vehicles.
35. The report indicates potential national policy changes in collection. It is unclear what impact this may have the council's agreed approach to collection and vehicles being purchased here. However it is essential that where the council is trialling other schemes or implementing new approaches, this should be done following a robust business case and option appraisal, with the approach that any financial impact as a result of national policy changes, should be supported by Welsh Government funding.

Legal Implications

36. The report recommends that approval to direct award an initial contract off a framework and delegate future awards to those set out in recommendation 3. Any Call off contract must be carried out in accordance with the Call Off Process set out in the Framework Agreement. Legal services have not reviewed the framework. Before placing reliance on a framework and awarding a contract, in summary, the client department should satisfy itself that the Council was identified in the contract notice (advertising the framework opportunity) as a party entitled to use the framework for the intended procurement/contract and the framework process allows for a direct award and such process is followed. The client department should also satisfy itself as to the T&CS and as to whether they are suitable for their requirements and complete all necessary information in those T&CS before awarding the contract/s.
37. Further legal advice should be sought as and when necessary with regards future Officer decision reports (ODRs) and future awards. Such ODRs shall be

approved and published in accordance with the Council's governance process prior to award of any future orders/contracts.

Equality Duty

38. In considering this matter, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). This means the Council must give due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The protected characteristics are: age, gender reassignment, sex, race – including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief – including lack of belief.

Well-Being of Future Generations (Wales) Act 2015 - Standard legal imps

39. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
40. In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2023-26. When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
41. The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
- Look to the long term
 - Focus on prevention by understanding the root causes of problems
 - Deliver an integrated approach to achieving the 7 national well-being goals
 - Work in collaboration with others to find shared sustainable solutions

- Involve people from all sections of the community in the decisions which affect them
42. The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

General

43. The decision maker should be satisfied that the decision is in accordance within the financial and budgetary policy.
44. The decision maker should also have regard to, when making its decision, to the Council's wider obligations under the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards.

Property Implications

45. There are no property implications for this report.

HR Implications

46. There are no employee implications to be considered in this report.

RECOMMENDATIONS

Cabinet is recommended to:

- i. Approve the procurement of new recycling collection fleet over a three-year period with a value estimated at £9.7M.
- ii. Approve the award of an initial contract (as set out in the report)
- iii. Delegate authority to the Director of Economic Development subject to consultation with the Cabinet Member for Finance, Modernisation and Performance and the Cabinet Member Climate Change, s.151 Officer and Director Governance and Legal Services and Monitoring Officer, to deal with future award of contracts (and any ancillary agreements) as required in relation to this procurement..

SENIOR RESPONSIBLE OFFICER	NEIL HANRATTY
-----------------------------------	----------------------

	Director Economic Development

Appendix A - Total fleet requirement for the delivery of recycling and waste collection services to residents of Cardiff

DRAFT

The following background papers have been taken into account:

Cabinet Report: Replacement of the recycling and refuse collection fleet. 18 March 2021.

<https://cardiff.moderngov.co.uk/documents/s46050/Cabinet%2018%20March%202021%20Recycling%20fleet.pdf?LLL=0>

Cardiff Recycling Strategy 2023-25

The Recycling, Preparation for Re-use and Composting Targets (Monitoring and Penalties) (Wales) Regulations 2011

<https://www.legislation.gov.uk/wsi/2011/1014/contents/made>

Cardiff Council Waste Compositional Analysis. Waste composition analysis of kerbside collected and communally collected household waste in Cardiff. WRAP/resourcefutures. September 2021

DRAFT

This page is intentionally left blank

Appendix A - Total fleet requirement for the delivery of recycling and waste collection services to residents of Cardiff

Vehicle type	Current Vehicle Numbers (purchased & hire)	Future Frontline Requirement	Service Reserve Allowance	Total Req 2024	Current Purchased	On hire until Q2/3 2025	Procure 2023	Procure 2025	Total to procure	Notes	Approx Value	
12T Standard RCV	4	4	0	4	4	0	0	0	0	Fleet ok	£	-
18T Standard RCV	11	2	1	3	3	0	0	0	0	Fleet ok	£	-
26T Standard RCV	49	26	3	29	23	0	0	0	0	Retain 6-9 hires for seasonal demand / modelled on 2 weekly residue	£	-
7.5T Kerbsider	1	1	0	1	0	1	0	0	0	Review vehicle suitability for city wide service	£	-
12T Kerbsider	4	0	0	0	0	4	0	0	0	Off hire at end of term	£	-
Dennis Eagle/Terberg 18T Rear steer Toploader RCV (glass)	2	8	1	9	0	2	7	2	9	Utilise hire to confirm round balance	£ 223,500.00	£ 2,011,500.00
Dennis Eagle/Terberg 18T Toploader RCV (food)	1	1	0	1	0	1	0	1	1	Utilise hire to confirm round balance	£ 222,000.00	£ 222,000.00
Dennis Eagle/Terberg 26T Rear steer Toploader RCV (food)	1	9	1	10	0	1	9	1	10	Utilise hire to confirm round balance	£ 237,078.00	£ 2,370,780.00
Dennis Eagle 26T Rear Steer OL17TP RCV	0	17	2	19	0	7	12	7	19	7 hire due Nov 23 / Utilise hire to confirm round balance	£ 246,000.00	£ 4,674,000.00
Dennis Eagle 18T Rear Steer OL10TP RCV	0	1	1	2	0	0	2	0	2		£ 224,000.00	£ 448,000.00
Totals	73	69	9	78	30	0	30	11	41		£	9,726,280.00

This page is intentionally left blank

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

6 JULY 2023

**ENVIRONMENTAL SCRUTINY COMMITTEE – WORK PROGRAMME
PLANNING 2023/24**

Background

1. The Constitution states that each Scrutiny Committee will set their own work programme. This is traditionally undertaken at the beginning of a municipal year and updated as the work progresses. As with other years, 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 A**. This will remind Members of the scope of ideas that could 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 may include:
 - Information from the relevant Directorates;
 - Relevant extracts from relevant corporate documents - including Cabinet Forward Plan, Capital Ambition, Corporate Plan, Recovery & Renewal Plans, Directorate Delivery Plans, budgetary information, performance information, risk register and audit reports.
 - Forthcoming UK and Welsh Government legislation and policy changes
 - Suggestions and ideas put forward by the 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 have been recorded in a document titled 'Environmental Scrutiny Committee – Potential Work Programme Items 2022/23'. This document has been provided to Members to help them prioritise items for the Environmental Scrutiny Committee Work Programme and is attached to this report as **Appendix B**.
6. During consideration of **Appendix B**, the Committee will also need to agree the format and type of scrutiny to be undertaken, examples include:
- **Policy Development & Review** – Where the Committee contributes to the Council's policy development processes by considering draft policy documents or existing policies.
 - **Inquiries** – Where the Committee undertakes an examination of a topic over a period of time, via a task & finish group, resulting in a formal report to the Cabinet. These can be short inquiries, such as deep dives, or longer inquiries, as required.
 - **Short Scrutiny Studies** – Where the Committee examines a particular service or issue over one or two committee meetings. Frequently such scrutiny activity results in a letter being sent to the relevant Cabinet Member with recommendations or comments.
 - **Pre Decision** – Where the Committee evaluates and comments on proposals before they go to the Cabinet, giving the Cabinet the opportunity to reflect upon Scrutiny views prior to making their decision.
 - **Monitoring Performance & Progress** – Where the Committee undertakes monitoring of the Council's performance and progress in implementing actions previously agreed.
7. When developing a scrutiny work programme it is important to prioritise where work resources are allocated. This means that items should be prioritised to ensure quality over quantity, achievability, deliverability and impact. In following this approach the work programme should:

- **Focus** – Be based on issues that impact Cardiff citizens.
 - **Add Value** – Where possible enhance the work of the Council in delivering services to our citizens.
 - **Involve** - Involve partners, stakeholders and the public in scrutiny process.
 - **Demonstrate Flexibility** – The work programme should be reviewed regularly to reflect changing priorities.
 - **Agreed by Committee** – Work programme items should be agreed by the whole Committee working as a team.
 - **Thematic** – The Committee should consider wider issues rather than only focusing on Council services.
 - **Balance** – The work programme should be balanced and include items from across the terms of reference.
 - **Teamwork** – In delivering the work programme councillors should leave party politics at the door, work as a team and focus on wider issues that impact on all Cardiff citizens.
8. Once Member priorities are agreed, the Chair will meet with the Principal Scrutiny Officer to review the items and place these into a draft work programme. The ‘Environmental Scrutiny Committee – Draft Work Programme 2021/22’ will be tabled as an item at the Environmental Scrutiny Committee September 2021 meeting. At this point, it is hoped that the Committee will, subject to any potential alterations, formally agree the work programme. The Environmental Scrutiny Committee work programme will be reviewed and updated during the 2021/22 municipal year to reflect resources and changing priorities.
9. In setting their work programme, Members are advised to be mindful of Wales Audit Office advice for scrutiny committees to aim to achieve committee meetings within reasonable timeframes, whilst maintaining robust and appropriate levels of scrutiny across the terms of reference. Ensuring agendas are of a manageable size and that work occurs outside committee meetings. On average, this equates to agendas consisting of no more than two substantial items.

10. This timeframe takes on added significance with meetings held remotely, given advice to keep remote meetings as short as possible. Scrutiny Chairs have discussed the length of meetings and decided to aim to keep meetings to 2.5 hours, where possible.

Way Forward

11. Members should consider the list of potential topics contained in **Appendix B** and agree a number of Work Programme priorities for the Environmental Scrutiny Committee Work Programme 2023/24.

Legal Implications

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

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 its Appendices and;
- ii. Agree a number of priorities for the work programme.

DAVINA FIORE

Director of Governance & Legal Services

30th June 2023

This page is intentionally left blank

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

This page is intentionally left blank

ENVIRONMENTAL SCRUTINY COMMITTEE DRAFT INDICATIVE WORK PROGRAMME 2023/24

Please note this work programme is reviewed regularly and is subject to change.

ITEM	14 SEPTEMBER 2023 [Q2]	12 OCTOBER 2023 [Q3]	16 NOVEMBER 2023 [Q3]	07 DECEMBER 2023 [Q3]	11 JANUARY 2024 [Q4]	27 FEBRUARY 2024 [Q4]	14 MARCH 2024 [Q4]	18 APRIL 2024 [Q1]
CABINET DATES	21/09/2023	19/10/2023	23/11/2023	14/12/2023	18/01/2024	29/02/2024	21/03/2024	
1	<i>Local List for Architectural & Historic Buildings</i>	<i>1st Recycling Strategy Annual Monitoring Report [TBC]</i>	<i>Cleansing, RNS Depot & Infrastructure Restructure [TBC]</i>	<i>One Planet Cardiff Annual Monitoring Report [TBC]</i>		Corporate Plan		
2	<i>Recycling/Residual Waste Management [TBC]</i>	<i>7th LDP Annual Monitoring Report</i>		<i>Air Quality Annual Monitoring Report [TBC]</i>		Budget		
3								

Committee Business Items	Correspondence / Recommendations Update	Forward Work Programme (FWP)	Correspondence / Recommendations Update	Forward Work Programme (FWP)	Correspondence / Recommendations Update	Forward Work Programme (FWP)	Correspondence / Recommendations Update	Forward Work Programme (FWP)
	September	October	November	December	January	February	March	April
Task and Finish	RLDP Flatholm	RLDP Flatholm	RLDP Flatholm					
SRS JC [VoG]	27th			13th			20th	
Potential Items from PTE DDP - more info needed to be scheduled	<i>Parking Strategy</i>	<i>Bus Strategy</i>	<i>Biodiversity & Resilience of Ecosystems Duty (BRED)</i>	<i>Biodiversity / East Cardiff</i>	<i>Community Growing Plan</i>			
Brief/Reports/Update outside Committee								

PICK criteria:

Public Interest

Council Performance

Impact

Keeping in Context

BOLD = On Cabinet Forward Plan

Italic = On Directorate FWP for Cabinet

Types of Scrutiny:

Policy Development & Review

Pre-Decision scrutiny

Inquiries

Task and Finish

Monitoring Performance & Progress

Call-ins

Short Scrutiny

Briefing

This page is intentionally left blank