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AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	THURSDAY, 18 APRIL 2024, 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 - 12)

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

4 Race to Zero (Pages 13 - 24)

4.35 pm

Briefing – Appendix A to follow

5 Shared Regulatory Service Update (Pages 25 - 30)

5.35 pm

Monitoring

6 Committee Business (Pages 31 - 38)

5.45 pm

7 Urgent Items (if any)

8 Way Forward

5.50 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.

9 Date of next meeting

Thursday 9 May 2024 at 4:30 pm

D Marles

Interim Monitoring Officer

Date: Friday, 12 April 2024

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

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ENVIRONMENTAL SCRUTINY COMMITTEE

14 MARCH 2024

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

55 : APOLOGIES FOR ABSENCE

None received.

56 : MINUTES

The minutes of the meeting held on 27 February 2024 were agreed as a correct record and signed by the Chairperson.

57 : DECLARATIONS OF INTEREST

None.

58 : ONE PLANET CARDIFF - ANNUAL REVIEW

The Chairperson welcomed Cllr Wild, Cabinet Member for Climate Change, Andrew Gregory, Director, Planning, Transport & Environment and Gareth Harcombe, Head of Climate Emergency Response to the meeting.

The purpose of the item was to hear feedback on the progress of the One Planet Cardiff Strategy, to report annual carbon reduction statistics over the previous year, and to update and refine the delivery and action plan for the coming period.

The Cabinet Member delivered an opening statement followed by a short presentation by Gareth Harcombe which provided an overview of the One Planet Cardiff Strategy and Action Plan.

Members were advised that the vision was for a net zero Carbon Council by 2030 (Welsh Government Target) and a Net Zero Carbon City by 2030 (Partnership Pathway). Information was provided about the reduction in emissions from Council activities and highlighted the areas of concern as Council buildings and procurement. It was noted that since the declaration of the Climate Emergency there had been little evidence to support the behaviour change by the public.

The urgency needed to address the climate crisis was stressed and the reality of the funding required to make the necessary changes as being huge. The potential wider economic benefits to driving forward this agenda were also commented on.

There was a need for a green paper that built on the Local Energy Action Plan, the positive progress that had been made to date, a review of funding and investment opportunities [local and regional] and public consultation to refocus and renew the actions required to meet targets.

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

- Members discussed the risk of the Council not meeting the 2030 Net Zero Carbon emissions target and asked how it could be prioritised when there was so little support from central government. The Cabinet Member added that net zero needed to be embraced nationally with the levels of investment decided on and viewed as an economic investment in jobs as well as a green future.
- Members noted the pressure on the public in terms of domestic retrofit and the difficult choice between spending £5k on a heat pump or a holiday and whether that impacted on how the Council was factoring that into its targets and providing support for domestic property retro-fitting. Officers advised that certain measures were in place such as building regulations requiring an energy upgrade as part of an extension build. Members were updated on the LA Flex scheme which allowed the Council to access energy company obligation money. (Each of the energy companies being required to place a small amount of money aside to grant fund energy improvements for those people in fuel poverty). It was suggested that a conversation to broaden the eligibility would be beneficial. Officers noted that the supply of gas was finite and by that stage the technology would be cheaper and hopefully better understood. Members noted that it was the Council's role to pilot this in a leadership/stewarding role bringing confidence to the market.
- Officers added that out of the 155k homes in Cardiff a large percentage had a very poor carbon and insulation rating with the most disadvantaged living in cold dark homes that were poorly insulated. Members noted that the issue needed to be subject of national and regional conversations around the benefits of low carbon use supporting the most disadvantaged and supporting businesses.
- Members asked what measures were contained in the Local Development Plan (LDP) to help drive the net zero targets and in terms of retrofitting what was being done to tackle the issues with the steel framed homes in Cardiff which were poor in terms of insulation and damp and if any assistance was being provided by the Welsh Government. Officers responded that work had been ongoing for several years on a grant funding scheme in relation to steel frame buildings in Cardiff. Members noted the cost which was around £50/60k per home. Officers were close to signing a grant agreement with the Welsh Government and it was envisioned that this would come to fruition shortly.
- Members discussed the role of the replacement Local Development Plan in the Climate Emergency. It was noted that the current Local Development Plan was still allowing developments to put in gas boilers which could be obsolete soon.
- Members asked if, when planning infrastructure changes, the Council calculated the carbon costs. Officers responded that operational carbon costs were known but in the case of embodied carbon there was currently no

requirement in the Welsh Government reporting carbon framework to calculate those costs. It was recognised that there was a need for further information relating to the calculation of embodied carbon i.e. the carbon emissions produced to provide facilities and infrastructure that reduced carbon emissions in the long term, for example building cycle paths or demolition before rebuilding.

- Members asked what levers were available within procurement and specifications for products/works. Officers responded that in order to address procurement issues the Council had adopted a Socially Responsible procurement strategy, however it was noted that the carbon reduction associated with the strategy had not been evaluated. The Council expected suppliers to have a carbon reduction strategy in place. It was also noted that 'smarter' specifications could also help.
- Members referred to sourcing locally produced low carbon food and asked what support was available for local farmers and businesses. Officers responded that funding had been made available from the city region which was a challenge fund on testing or stimulating the market to come up with healthier and lower carbon solutions. This would favour local supply chains and fewer air miles without having to break any procurement rules.
- Members asked about progress on piloting and use of heat pumps in schools. Officers referred to the One Planet School Pledge with schools able to develop their own plan of action in terms of the climate emergency. Members were advised that heat pumps were already being piloted in schools. Reference was made to Lisvane Primary which had solar panels installed on the roof and was featured in the One Planet Schools Newsletter. Members also heard that an event had taken place earlier in the year where the various schemes in place in schools had been showcased.
- Members asked if there were any more plans in place for solar farms in Cardiff. Officers responded that one of the targets was to develop a pipeline of new renewable schemes. Parcels of land owned by the Council were in the process of being identified for such use.
- Members asked if the Council should be providing information to the public about solar panels and other schemes. Officers responded that there were already resources in place such as the Energy Savings Trust and Carbons Trust that provided information. The Welsh Government was another good source of information. The Council's role was seen as signposting individuals to those organisations as it would be difficult for the Council to recommend suppliers and installers.
- Members discussed the Western Gateway Severn Estuary tidal project which would be of great value for the region in terms of economic growth and Cardiff being involved in major renewable schemes. It was noted that the current electricity usage could account for 7% of the UK's electricity. Members were

advised that the technology for tidal schemes was becoming more proven. Officers agreed to circulate information on the tidal scheme to the Committee.

- Members asked about sequestered carbon from trees. Officers referred to Coed Caerdydd – a programme of trying to increase the canopy. It was noted that sequestered carbon was from a range of plants (such as hedgerows and brambles), not just trees. Officers advised that a tree had to be about 10 years old before it reached its maximum sequestration capabilities.
- Members asked about alternative forms of commuting. Officers responded that steps were being taken to look at procurement around car clubs. The issue of charging points for electric vehicles was also being investigated.

RESOLVED: That the Chairperson writes to the Cabinet Member on behalf of the Committee expressing their comments and observations captured during the way forward.

59 : BUS PRIORITY STRATEGY

The Chairperson welcomed Cllr De’Ath, Cabinet Member for Transport, Planning & Environment, Andrew Gregory, Director, Planning & Environment, Claire Moggridge, Head of Transport and Gethin Shields, Transportation Programme Manager to the meeting.

This item was to hear about the need for Cardiff to have a bus priority strategy that aligned with aspirations in the Transport White Paper, and the key corridors, routes and infrastructure items that could be used to form a programme for bus priority delivery.

The Cabinet Member delivered an opening statement which was followed by a short presentation delivered by Gethin Shields providing an overview of the Bus Priority Strategy.

Members were advised that the Bus Priority Strategy outlined the proposal to develop a number of bus corridors to improve the reliability and quality of bus services into and out of the city, using a range of infrastructure designs.

It was emphasised that this strategy did not address the provision of bus services and intended to look at bus corridors holistically as part of an integrated transport network.

The committee was informed that having a robust plan in place would allow bids for funding to be sought, as some corridors are more progressed than others as funding has been secured.

The Chairperson reminded Members that Appendix 4 contained confidential legal advice which was exempt from publication pursuant to paragraph 16 of Part 4 of Schedule 12A to the Local Government Act 1972 and stated that if there were any questions that related to this the Committee would need to go into a closed session.

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

- Members asked for clarification around the proposed bus corridors, including the Northern Corridor and the corridor crossing the Rhymney river. Officers advised that in the case of the Northern Corridor this was at an optioneering stage. Officers were analysing issues around the route, surveys and opportunities for priority and compiling a package of work best suited for the route. When that was in place engagement would occur. In the case of the Rhymney River Bridge officers were looking at this corridor as it was a key corridor from Cardiff to Newport and possible options such as it being widened and lower cost options for bus accessibility.
- Members enquired how equalities and wider consultation and engagement with disability, including neurodivergent groups was being addressed. Officers responded that engagement had recently started on a more regular basis with Sight Life, RNIB and Guide Dogs to discuss some of the issues. Each phase would be subject to consultation and an autism assessment and access was being improved via physical infrastructure measures. Members asked if other organisations and Non Governmental Organisations about disability could be included also. It was noted that Disability Wales was an organisation undertaking work around neurodiversity and other organisations in connection with autism. Officers responded that there was also a monthly access group which took place in Cardiff and all the schemes were subject to consultation with this group.
- Members asked for clarification in relation to the targets for modal shifts between different elements. In the case of the walking targets this was 24%.
- Members queried the scale of cross border working with neighbouring authorities. It was noted that local authorities were required to develop a Bus Action Plan and to ensure smooth running with other local authorities. Officers responded that Cardiff Council was engaging with Transport for Wales, on many corridors and Cardiff Capital Region and some of the local authorities that bordered Cardiff eastern bus corridor. Similarly, Newport City Council was doing the same with the aim of joining up into one corridor from Cardiff City Centre to Newport City Centre. It was funded by the Capital Region and engagement was taking place with all Council wards. There was also some engagement with the Vale of Glamorgan bus corridors in the west.
- Members asked about the availability of accurate, real-time information and security at bus stops. Officers responded that there was a separate budget on bus stops and information. Bus stops would not be established without units installed providing information in respect of the key corridors. Members were advised that, as part of the strategy around the immediate areas around the city centre, engagement with the police would help inform where the bus stops were located. Buses also had CCTV installed and security features.
- Members enquired as to the overall cost of the schemes and the corresponding impact on reliability. Officers responded that detailed analysis would need to be undertaken to ascertain the cost of the schemes. Funding for the next year amounted to £3.5m and the detail would follow. In terms of journey time improvement Members were advised that journey time modelling

would take place but this was more related to journey time quality. Officers noted that buses tended to drop out of the system because of congestion or driver reliability. The key aim was to provide consistent journey times whether during peak or off-peak hours or during an event or non-event day. It was about reliable, consistent journey times whatever time of the day. There was a clear target to increase journeys on buses to 20% by 2030.

- Members asked about Park and Ride provision and specifically Pentwyn. Officers responded that in previous years park and ride schemes had been sustainable. However currently they did not cover their costs on major event days. Pentwyn was currently used by the University Hospital Wales but the challenge was the long distance cost to get from the Park and Ride to City Centre. Members were advised that part of the work involved looking at Park and Ride in the whole and where it could be affordably installed from the beginning. It was noted that proposals for Junction 33 still featured a Park and Ride scheme. It was recognised that there was a need to feature Park and Ride into the city centre and steps were being taken to look at a Park and Ride system that serviced Cardiff and the local authorities.
- Members asked officers about the current reliability of services and if lost bus routes would be returned. Officers responded that the plan was in relation to infrastructure and not individual bus routes. It was noted that there had been challenges in the city centre caused by roadworks and there would be further delays as the schemes were built. Officers reassured Members that they would work closely with the bus operators to deal with bottlenecks but as the bus routes were built the bottlenecks would move to other places along the routes as they were constructed. Increased pedestrian linkage from some of the residential areas to the corridors was also important.
- The impact of active travel routes was discussed. Officers advised that cycle lines required an extra stage at a junction which had an impact on other transport. Members heard that by adopting a corridor approach schemes could be designed that included all modes of transport. Members noted that the report was trying to bring forward an integrated transport system responding to the needs of active travel.
- Members asked what approaches were being taken to deal with city centre congestion and bottlenecks, Llandaff being used as an example. Officers advised that they were aware of the bottleneck at Llandaff and a plan was being drawn up to look at measures to tackle the congestion and also improve the bus and walking environment. Members were advised the issues were not necessarily about the bus lanes but traffic flow and traffic movement. Officers would be analysing traffic flows and current bus stop locations. It would also be necessary to quantify bus stops to ensure they were in the right location where the major footfall was.
- Members asked what work was taking place to review interventions previously implemented if they were not working. The bus corridor at Llantrisant Road was used as an example of where the congestion had worsened. Officers responded that the plan was to look at bus corridors

holistically as part of an integrated transport network which involved navigating signal junctions and displacement of traffic. In terms of Llantrisant Road it may be necessary to look at remodelling, reviewing the roundabout allowing busses to navigate the junction.

- Members asked how the interventions on the corridors would be prioritised. Officers responded that in conjunction with the Cardiff Bus and feedback received two key junctions were being looked at to the east and then the intention was to move from there to west and the rest of Cardiff. Members were advised that congestion was concentrated on the city centre and lessened further out but nevertheless there were pockets of congestion on certain roads such as Llantrisant and Cardiff Road.

RESOLVED: That the Chairperson writes to the Cabinet Member on behalf of the Committee expressing their comments and observations captured during the way forward.

60 : CARDIFF CROSS-RAIL - PHASE 1 TENDER

The Chairperson welcomed Cllr De'Ath, Cabinet Member for Transport, Planning & Environment, Andrew Gregory, Director, Planning, Transport & Environment, Claire Moggridge, Head of Transport and Gethin Shields, Transportation Programme Manager to the meeting.

This item was to hear about the next steps needed to progress the delivery of Cardiff Cross Rail given the spend deadline of mid 2026 on its UK Government funding contribution of £50m.

The Cabinet Member delivered an opening statement which was followed by a presentation delivered by Gethin Shields providing an overview of Cardiff CrossRail.

Members were reminded that Appendix 1 of this item was exempt information under paragraph 14 of Part 4 and satisfied the public interest test in paragraph 21 Part 5 of Schedule 12A of the Local Government Act 1972. The Chairperson stated that if there were any questions that related to this the Committee would need to go into a closed session.

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

- Members sought clarification on whether the funding available covered the changes needed to the road infrastructure and the risks of overspend or underspending on the project. Officers responded that the funding would include everything required to deliver the infrastructure of the scheme. If it came under budget it was highly unlikely the Council would retain the money and if it went over budget extra funding would need to be sourced. In advance of that the Council was taking steps to design out as much risk as it could.

- Members asked about risks and risk management. Officers assured Members that the funding was in place and a letter had been received confirming the funding subject to the business case approval which was the most certainty that could be attained at this stage.
- Members enquired as to the impact on transport and travel around the Callaghan Square area during construction. Officers responded that the construction would not necessarily involve foreclosures. There was the benefit of being able to use the northern carriage. It was not foreseen that there would be a situation where the full carriageway would require closure.

RESOLVED: That the Chairperson writes to the Cabinet Member on behalf of the Committee expressing their comments and observations captured during the way forward.

61 : URGENT ITEMS (IF ANY)

None.

62 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled for Thursday 18 April 2024 at 4.30 pm.

The meeting terminated at 7.00 pm

**CYNGOR CAERDYDD
CARDIFF COUNCIL
ENVIRONMENTAL SCRUTINY COMMITTEE**

14 APRIL 2024

Climate Cymru / Race to Zero Briefing

REASON FOR THE REPORT

1. To provide the Committee with a briefing from Climate Cymru about Race to Zero, a global campaign to halve global emissions by 2030. Climate Cymru want Wales to be the first Race to Zero nation.
2. Climate Cymru want to explore how this global framework can support a just transition to net zero specifically in Cardiff.

STRUCTURE OF THE PAPERS

3. Attached to this report is:
 - Appendix A - Presentation to follow
 - Appendix B – Race to Zero Senedd Briefing
 - Appendix C - Race to Zero Senedd Briefing [Welsh]

BACKGROUND

4. [Climate Cymru](#) is a movement of thousands of individuals, and a network of hundreds of organisations from all sectors in Wales. They recognise that the climate and nature emergency require urgent, fair action. They believe that action should be guided by science and the voices of people across Wales.
5. Their mission is, as urgently as possible:
 - Net zero Wales
 - Nature positive Wales
 - Climate justice both in Wales and internationally
 - Welsh Society to embrace the Wellbeing of Future Generations Act.

The transition to achieving these goals should be just and equitable, and properly take into consideration the diversity of voices and needs of the people of Wales, and more broadly, the most vulnerable around the world.

6. [Race to Zero Cymru](#) is a new initiative set up to catalyse action across non-state actors and accelerate the Race to Zero in Wales.

7. They:

- Connect existing members of Race to Zero in Wales to support high ambition and to multiply impact by working together.
- Encourage new members to join Race to Zero in Wales.
- Identify practical needs and pursuing resources and to enable Race to Zero membership and delivery.

They want Wales to be the first Race to Zero Nation with coordinated, robust Paris Agreement-aligned action across all of Wales' key institutions and organisations. Race to Zero Cymru has been set up to grow Race to Zero membership in Wales in order to accelerate Welsh action to limit global temperature rises to 1.5 degrees.

8. Joining 'the race' requires organisations to:

- *Pledge* – To take action toward or beyond a fair share of the 50% global GHG reduction needed by 2030, and to reach net zero by 2050 at the latest.
- *Plan* - Within 12 months develop an evidence-based emissions reduction plan in line with the pledge.
- *Proceed* - Take immediate action towards meeting the pledge.
- *Publish* - Commit to report data and actions in relation to meeting the pledge, publicly and at least annually – feeding into the UNFCCC Global Climate Action Portal.
- *Persuade* - Align lobbying and advocacy activities with net zero by proactively supporting climate policies consistent with the Race to Zero criteria.

9. Cardiff Capital Region has joined the race although no Local Authorities in their own rights have joined, and Powys is the only Public Service Board to have joined.

10. Locally Cardiff University and the Royal Welsh College of Music and Drama have joined the movement.

11. The Senedd briefing paper attached at appendices B and C provide further back ground information although the reference to ‘What Senedd members can do’ will differ for Local Authorities.
12. Further detailed information can be found at <https://racetozero.cymru/en/> and FAQ’s can be at <https://racetozero.cymru/en/frequently-asked-questions/>
13. The Council need to continue to take action as a climate emergency has been declared and the One Planet Cardiff Strategy¹ and Action Plan² developed as a response.

ISSUES

14. As Members will recall during the update in relation to the One Planet Cardiff Strategy last month³ one of the things that was preventing progress being made in some areas was that availability of sufficient resources, although it was recognised that this is not just a local issue.

WAY FORWARD

15. Representatives from Climate Cymru / Race to Zero have been invited to make a presentation to the Committee and to answer Member’s questions.

Legal Implications

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

¹ [One Planet Cardiff Strategy](#)

² [One Planet Cardiff Action Plan](#)

³ [Environmental Committee 14/03/2024](#)

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 information in this report, and the presentation and any further information presented at the meeting; and
- ii. Determine whether they would like to make any comments, observations or recommendations on this matter to the Cabinet Member for Climate Change / Director of Planning Transport & Environment, Head of Climate Emergency Response.

LEANNE WESTON

Interim Deputy Monitoring Officer

12 April 2024

RACE TO ZERO CYMRU

Senedd briefing. March 2024

Risk and opportunity

Big changes are coming. The global and local impacts of climate inaction are clear, significant and intensifying.

There is another risk that we would like Members of the Senedd to consider very carefully. As the world transitions to a net zero world, industries of the past will be left behind, and others will take their place. With the urgency of the climate crisis coupled with advancing technology and clean energy costs plummeting, and already far cheaper than fossil fuels, the transition is inevitable. Wales has lived through big transitions before, and we know only too well what happens if we don't do it with the needs of the people of Wales in mind.

Race to Zero Cymru offers an opportunity for us to get it right this time - for the people of Wales to determine our own future and to soak up the benefits that come with leadership.

What is Race to Zero?

Race to Zero is a United Nations-backed global initiative to deliver a healthier, fairer, greener world. Rallying non-state actors to take immediate action to halve global emissions by 2030, and meet the commitments in the Paris Agreement, involving communities and with a just transition.

A global coalition of climate leaders with over 11,000 members including cities, businesses, regions and local authorities, collectively representing 722 million. Driven by a commitment to a fairer, greener and net zero future, the leaders are modelling radically inclusive approaches of allowing communities to shape their own transition to a net zero future.

This is a relevant framework for UK climate action, it is an effective, transparent, tried and tested model. Two-thirds of the FTSE500 are Race to Zero members - the industries of the future - and 50 British local authorities, including both urban and rural areas.

Race to Zero Cymru: Wales becoming the world's first Race to Zero Nation

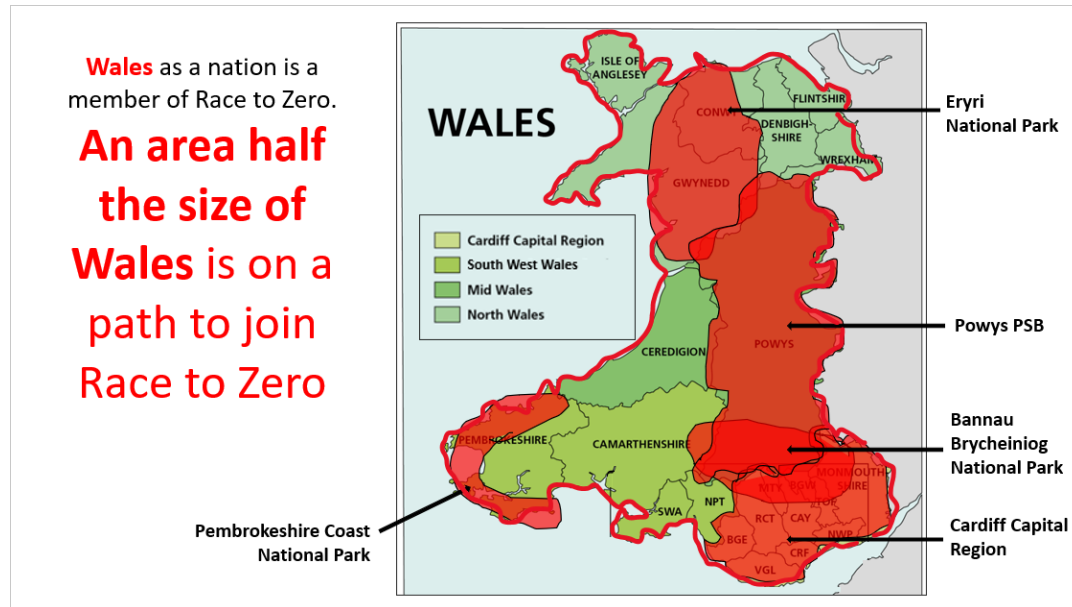
Wales as a nation is a member of Race to Zero which is a strong foundation. What is needed is coordinated leadership in joined-up action *across* Wales.

[Race to Zero Cymru's vision](#) is for all Corporate Joint Committees, local authorities, national parks, businesses and major institutions in Wales to join Race to Zero and to work together, planning and proceeding with action to help grow society-wide action for a healthier, fairer, greener net-zero Wales.

A coherent and efficient approach to coordinate climate action across different administrative levels, parts of society, and geographical areas – using the same metrics and accounting methods, with no loopholes, and no double counting. A joined-up approach will cut bureaucracy, increase

transparency, deliver effective, fair action and make Wales a very appealing investment landscape for Race to Zero-aligned industries of the future.

Race to Zero is gaining momentum in Wales with leaders across different administrative levels seeing the value and starting the process of joining and meeting the 5Ps membership criteria. In addition to the map below, three of Wales' universities and Dŵr Cymru are members of Race to Zero.



The benefits of Race to Zero for Wales

A just transition – involving and enabling communities to transition to a net zero future in a way that plans for their local social, economic and health needs.

A plan to attract investment - a pipeline of fundable projects to meet the needs of communities across Wales, and to boost nature's ability to draw down carbon.

A globally responsible Wales - leadership in action distributed across Wales in line with the Paris Agreement.

A compelling local-to-global vision to galvanise action – within member organisations and with stakeholders and communities.

Robust data, consistency and transparency enable public **trust** for the transition we need.

Access to a huge wealth of knowledge and resources including resources on community engagement aligned with the Wellbeing of Future Generations Act ways of working.

Collaboration, innovation and problem-solving with other signatories in Wales and globally.

Formal recognition of effort by the UN.

How Race to Zero works

Being a member of Race to Zero involves meeting five criteria known as the '5Ps':

- **Pledge:** to maximise effort toward or beyond a fair share of halving global greenhouse gases by 2030, and to reach net zero by 2050 at the latest.
- **Plan:** within 12 months develop an evidence-based emissions reduction plan in line with the pledge, contributing to global tipping points.
- **Proceed:** scaling up immediate action towards meeting the pledge.
- **Publish:** report climate data and actions publicly feeding into the UNFCCC global carbon stocktake.
- **Persuade:** proactively advocate for climate policies and actions consistent with the pledge.

As a member of Race to Zero you become part of a highly connected global network focused on innovating and learning from each other so they can move at the pace of the fastest and leapfrog mistakes.

Coordinated place-based action brings additional benefits

The Climate Change Committee, the independent UK and Welsh Government advisors, found that more than half of the emissions cuts needed rely on people and businesses taking up low-carbon solutions – decisions that are made at a local and individual level.

Many of these decisions depend on having supporting infrastructure and systems in place. Local authorities, combined with new Corporate Joint Committee regional structures, have powers or influence over roughly a third of emissions in their local areas.

In Wales, public sector action on climate change has been focused on the Public Sector Net Zero by 2030 goal relating to each organisation's operational emissions. This is very important but it is *only part of* the wider area-based leadership and enabling role the public sector needs to play.

Public bodies coordinating systematic action to make doing the right thing the easy thing in local communities is vital to achieving Wales' climate goals.

Joined up local strategic planning is also critical to ensure communities and stakeholder organisations have a real say in a just transition to net zero.

What Senedd Members can do

Help raise awareness and make the case for Wales to become a Race to Zero nation.

- **Find out more about Race to Zero:** Visit www.racetozero.cymru. Talk to national parks, local authorities, PSBs and CJs already on the path to joining. Talk to Climate Cymru who is running a Race to Zero campaign involving local people around Wales.
- **Champion Race to Zero in your constituency:** talk to local authorities, Corporate Joint Committees, Public Services Boards, businesses and universities.
- **Champion Race to Zero in the Senedd:** take part in debates, ask questions, and feed into evidence-gathering.

For more information or to contact us visit www.racetozero.cymru



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CYMRU RAS I SERO

Frifio'r Senedd. Mawrth 2024

Risg a chyfle

Mae newidiadau mawr yn dod. Mae effeithiau byd-eang a lleol o ganlyniad i ddiffyg gweithredu ar yr hinsawdd yn glir, yn arwyddocaol ac yn dwysáu.

Mae risg arall yr hoffem i Aelodau'r Senedd ei hystyried yn ofalus iawn. Wrth i'r byd drawsnewid i fyd sero net, bydd diwydiannau'r gorffennol yn cael eu gadael ar ôl, a bydd eraill yn cymryd eu lle. Gyda brys yr argyfwng hinsawdd ynghyd â thechnoleg sy'n datblygu a chostau ynni glân yn plymio, ac eisoes yn llawer rhatach na thanwydd ffosil, mae'r newid yn anochel. Mae Cymru wedi byw trwy drawsnewidiadau mawr o'r blaen, ac rydym yn gwybod yn iawn beth sy'n digwydd os na fyddwn yn ei wneud gydag anghenion pobl Cymru mewn golwg.

Mae Ras i Sero Cymru yn cynnig cyfle i ni wneud pethau'n iawn y tro hwn – i bobl Cymru bennu ein dyfodol ein hunain ac i fwynhau'r manteision a ddaw gydag arweinyddiaeth.

Beth yw Ras i Sero?

Mae Ras i Sero yn fenter fyd-eang a gefnogir gan y Cenhedloedd Unedig i ddarparu byd iachach, tecach a gwyrddach. Ralio actorion anllwyodraethol i gymryd camau ar unwaith i haneru allyriadau byd-eang erbyn 2030, a chyflawni'r ymrwymadau yng Nghytundeb Paris, sy'n cynnwys cymunedau a chyda phontio cyfiawn.

Clymblaid fyd-eang o arweinwyr hinsawdd gyda dros 11,000 o aelodau gan gynnwys dinasoedd, busnesau, rhanbarthau ac awdurdodau lleol, gyda'i gilydd yn cynrychioli 722 miliwn. Wedi'u hysgogi gan ymrwymiad i ddyfodol tecach, gwyrddach a sero net, mae'r arweinwyr yn modelu dulliau cwbl gynhwysol o ganiatáu i gymunedau lunio eu trawsnewidiad eu hunain i ddyfodol sero net.

Mae hwn yn fframwaith perthnasol ar gyfer gweithredu ar yr hinsawdd yn y DU, mae'n fodel effeithiol, tryloyw, sydd wedi'i brofi. Mae dau draean o'r FTSE500 yn aelodau o Ras i Sero – diwydiannau'r dyfodol – a 50 o awdurdodau lleol Prydain, gan gynnwys ardaloedd trefol a gwledig.

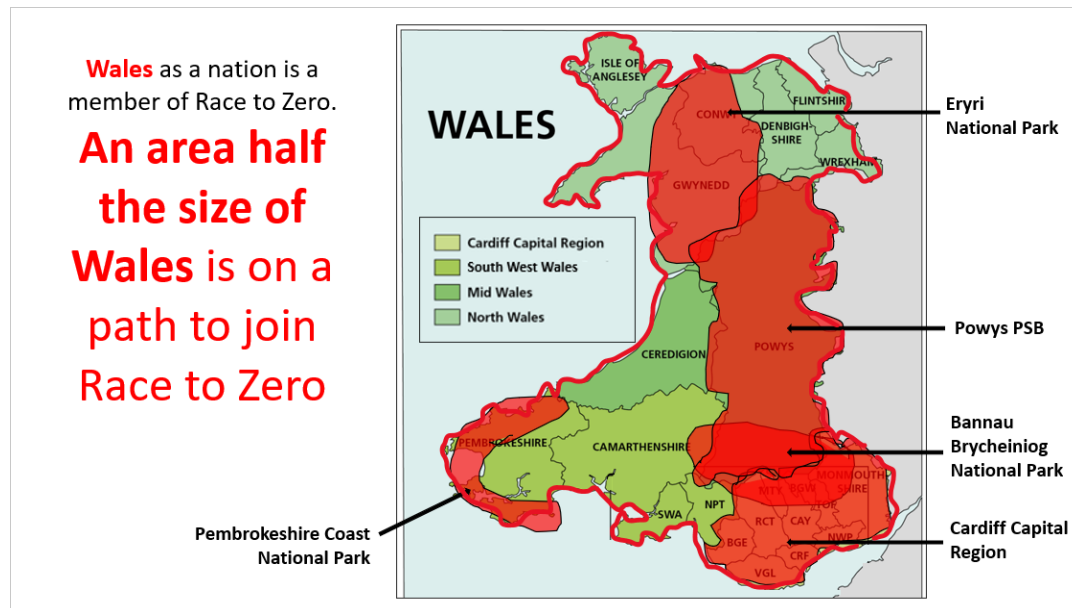
Ras i Sero Cymru: Cymru'n dod yn Genedl Ras i Sero gyntaf y byd

Mae Cymru fel cenedl yn aelod o Ras i Sero sy'n sylfaen gref. Yr hyn sydd ei angen yw arweiniad cydgysylltiedig mewn gweithredu cydgysylltiedig *ledled* Cymru.

Gweledigaeth [Ras i Sero Cymru](#) yw i holl Gydbwyllgorau Corfforaethol, awdurdodau lleol, parciau cenedlaethol, busnesau a phrif sefydliadau Cymru ymuno â Ras i Sero a chydweithio, cynllunio a bwrw ymlaen â chymru gweithredu i helpu i dyfu camau gweithredu ar draws y gymdeithas er mwyn cael Cymru sero-net, iachach, decach, a gwyrddach.

Dull cydlynol ac effeithlon o gydlynu gweithredu hinsawdd ar draws lefelau gweinyddol gwahanol, rhannau o gymdeithas, ac ardaloedd daearyddol - gan ddefnyddio'r un metrigau a dulliau cyfrifo, heb unrhyw fylchau, a dim cyfrif dwbl. Bydd dull cydgysylltiedig yn torri biwrocratiaeth, yn cynyddu tryloywder, yn cyflawni gweithredu effeithiol a theg, ac yn gwneud Cymru yn dirwedd fuddsoddi apelgar iawn ar gyfer diwydiannau'r dyfodol sydd wedi'u halinio a Ras i Sero.

Mae Ras i Sero yn ennill momentwm yng Nghymru gydag arweinwyr ar draws lefelau gweinyddol gwahanol yn gweld gwerth ac yn dechrau'r broses o ymuno a chwrrd â meini prawf aelodaeth y 5P. Yn ogystal â'r map isod, mae tair o brifysgolion Cymru a Dŵr Cymru yn aelodau o Ras i Sero.



Manteision Ras i Sero i Gymru

Trawsnewidiad cyfiawn – cynnwys a galluogi cymunedau i drosglwyddo i ddyfodol sero net mewn ffordd sy'n cynllunio ar gyfer eu hanghenion cymdeithasol, economaidd ac iechyd, lleol.

Cynllun i ddenu buddsoddiad - llif o brosiectau cyllidadwy i ddiwallu anghenion cymunedau ledled Cymru, ac i hybu gallu byd natur i dynnu carbon i lawr.

Cymru sy'n gyfrifol ar lefel fyd-eang - arweinyddiaeth ar waith wedi'i ddsbarthu ledled Cymru yn unol â Chytundeb Paris.

Gweledigaeth leol-i-fyd-eang gymhellol i ysgogi gweithredu – o fewn sefydliadau sy'n aelodau a chyda rhanddeiliaid a chymunedau.

Mae data cadarn, cysondeb a thryloywder yn galluogi ymddiriedaeth y cyhoedd ar gyfer y cyfnod pontio sydd ei angen arnom.

Mynediad at gyfoeth enfawr o wybodaeth ac adnoddau gan gynnwys adnoddau ar ymgysylltu â'r gymuned sy'n cyd-fynd â ffyrdd o weithio Deddf Llesiant Cenedlaethau'r Dyfodol.

Cydweithio, arloesi a datrys problemau gyda llofnodwyr eraill yng Nghymru ac yn fyd-eang.

Cydnabyddiaeth ffurfiol o ymdrech gan y Cenhedloedd Unedig.

Sut mae Ras i Sero yn gweithio

Mae bod yn aelod o Ras i Sero yn golygu bodloni pum maen prawf a elwir yn '5P':

- **Adduned:** gwneud y mwyaf o ymdrech tuag at neu y tu hwnt i gyfran deg o haneru nwyon tŷ gwyrdd byd-eang erbyn 2030, a chyrraedd sero net erbyn 2050 fan bellaf.
- **Cynllunio:** o fewn 12 mis datblygu cynllun lleihau allyriadau ar sail tystiolaeth yn unol â'r addewid, gan gyfrannu at bwyntiau tyngedfennol byd-eang.
- **Fwrw Ati:** cynyddu camau gweithredu ar unwaith tuag at gyflawni'r addewid.
- **Cyhoeddi:** adrodd ar ddata hinsawdd a chymau gweithredu sy'n bwydo'n gyhoeddus i'r broses o gloriannu carbon byd-eang UNFCCC.

- **Perswadio:** eirioli'n rhagweithiol dros bolisiau a chatau gweithredu hinsawdd sy'n gyson â'r addewid.

Fel aelod o Ras i Sero rydych chi'n dod yn rhan o rwydwaith byd-eang hynod gysylltiedig sy'n canolbwyntio ar arloesi a dysgu oddi wrth ei gilydd fel y gallant symud ar gyflymder y cyflymaf, a llamu camgymeriadau.

Mae gweithredu cydgysylltiedig yn seiliedig ar le yn dod â buddion ychwanegol

Canfu'r Pwyllgor Newid yn yr Hinsawdd, sef cynghorwyr annibynnol Llywodraeth y DU a Chymru, fod mwy na hanner y toriadau allyriadau sydd eu hangen yn dibynnu ar bobl a busnesau'n defnyddio atebion carbon isel – penderfyniadau a wneir ar lefel leol ac unigol.

Mae llawer o'r penderfyniadau hyn yn dibynnu ar gael seilwaith a systemau ategol yn eu lle. Mae gan awdurdodau lleol, ynghyd â strwythurau rhanbarthol newydd y Cydbwyllgor Corfforaethol, bwerau neu ddylanwad dros tua thraean o allyriadau yn eu hardaloedd lleol.

Yng Nghymru, mae camau gweithredu'r sector cyhoeddus ar y newid yn yr hinsawdd wedi canolbwyntio ar nod Sero Net y Sector Cyhoeddus erbyn 2030 sy'n ymwneud ag allyriadau gweithredol pob sefydliad. Mae hyn yn bwysig iawn, *ond rhan yn unig* ydyw o'r rôl arwain a galluogi ehangach sy'n seiliedig ar ardal y mae angen i'r sector cyhoeddus ei chwarae.

Mae cyrff cyhoeddus yn cydlynu gweithredu systematig er mwyn wneud y peth iawn yn y peth hawdd mewn cymunedau lleol yn hanfodol i gyflawni nodau hinsawdd Cymru.

Mae cynllunio strategol lleol cydgysylltiedig hefyd yn hanfodol er mwyn sicrhau bod cymunedau a sefydliadau rhanddeiliaid yn cael dweud eu dweud wrth drosglwyddo cyfiawn i sero net.

Yr hyn y gall Aelodau'r Senedd ei wneud

Helpwch i godi ymwybyddiaeth a dadlau dros Gymru ddod yn genedl Ras i Sero.

- **Darganfod mwy am Ras i Sero:** Ewch i www.racetozero.cymru. Siaradwch â pharciau cenedlaethol, awdurdodau lleol, Byrddau Gwasanaethau Cyhoeddus a CJs sydd eisoes ar y llwybr i ymuno. Siaradwch â Climate Cymru sy'n cynnal ymgyrch Ras i Sero sy'n cynnwys pobl leol ledled Cymru.
- **Pencampwr Ras i Sero yn eich etholaeth:** siarad ag awdurdodau lleol, Cyd-bwyllgorau Corfforaethol, Byrddau Gwasanaethau Cyhoeddus, busnesau a phrifysgolion.
- **Fod yn Bencampwr Ras i Sero yn y Senedd:** cymryd rhan mewn dadleuon, gofyn cwestiynau, a bwydo i mewn i gasglu tystiolaeth.

Am fwy o wybodaeth neu i gysylltu â ni ewch i www.racetozero.cymru

RACE TO ZERO CYMRU

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CYNGOR CAERDYDD**CARDIFF COUNCIL****ENVIRONMENTAL SCRUTINY COMMITTEE****18 April 2024**

SHARED REGULATORY SERVICES JOINT COMMITTEE: UPDATE

Purpose of the Report

1. This report provides Members with an update on meetings of the Shared Regulatory Services (SRS) Joint Committee
2. The Committee heard from SRS regarding their Business Plan for 2022/23 in October 2022. However, the Committee needs to retain an oversight of the service and issues that may impact the delivery of services to Cardiff and its residents.

Background – Shared Regulatory Services

3. The Shared Regulatory Service (SRS) is a collaborative service that was formed between the partner local authorities of Bridgend, Cardiff and the Vale of Glamorgan on 1st May 2015. The new approach aimed to deliver a fully integrated service under a single management structure for Trading Standards, Environmental Health and Licensing functions with shared governance arrangements ensuring full Elected Member involvement.
4. The Shared Regulatory Service operates under a Joint Working Agreement with the Head of Service reporting on service provision to a Joint Committee of Elected Members drawn from the three partner local authorities. The detailed delegations of policy and functions from partners to the Joint Committee and Head of Service are set out in the Joint Working Agreement, these include:
 - a. The functions to be carried out by the joint service.
 - b. The terms of reference and constitution of the Joint Committee, the Management Board, etc.
 - c. The terms of the proposed Shared Regulatory Service such as staffing, the services to be provided by the host and other partners, financing, and other functional issues.
 - d. The financial operating model.

5. The five priorities of the SRS are:
 - i. Improving health and wellbeing
 - ii. Safeguarding the vulnerable
 - iii. Protecting the Environment
 - iv. Supporting the local economy
 - v. Maximising the use of resources.

Core Services Provided by the Shared Regulatory Service

6. The SRS provides a diverse and comprehensive range of services that safeguard the health, safety and economic wellbeing of consumers, businesses and residents. The services are covered under the three main areas of Environmental Health, Trading Standards and Licensing
7. These broad areas encompass a wide range of services that deal with issues that can have a huge impact upon people when things go wrong or have not been enforced properly.
8. The SRS has its own website at: [Shared Regulatory Services \(srs.wales\)](https://srs.wales). The website contains useful background information on the role of SRS and the services it provides as well as news about any prosecutions it has undertaken.

SRS Joint Committee (SRS JC)

9. The Joint Committee meets four times a year, usually March, June, September, and December. Following the Local Authority elections in May 2022 the representatives from Cardiff are Cllr Dan De'Ath, Cabinet Member for Transport Planning & Environment and Cllr Michael Michael, Chair of the Licencing Committee.
10. Details and papers for meetings since 2016 can be found here: [Shared Regulatory Services Joint Committee \(valeofglamorgan.gov.uk\)](https://valeofglamorgan.gov.uk)
11. You Tube recordings of meetings held since September 2020 can be found here: [Shared Regulatory Services - YouTube](#)

12. During 2023 the following meetings have been held and the agenda and papers for these meetings are available from the links below, with a list of items considered at each meeting:

[9 February 2023](#) Special Meeting

- Shared Regulatory Services Draft Budget 2023-24

[21 March 2023](#)

- Reports of the Director of Environment and Housing
 - **Overview and Update on SRS**
 - Q3 2022/23 SRS Revenue Monitoring Report
 - Appointment of Proper Officers

[21 June 2023](#)

- Reports of the Head of Finance/Section 151 Officer
 - SRS Unaudited Statement of Accounts 2022/23
- Reports of the Director of Environment and Housing
 - **SRS Annual Report 2022/23**
 - **SRS Business Plan 2023/24**
 - SRS Health & Safety Enforcement Service Plan 2023/24

[27 September 2023](#)

- Reports of the Head of Finance/Section 151 Officer
 - SRS Audit Wales 2023 Audit Plan
- Reports of the Director of Environment and Housing
 - **Overview and Update on SRS**
 - SRS Food and Feed Law Enforcement Service Plan 2023/24
 - Review of the SRS Compliance and Enforcement Policy

[13 December 2023](#)

- Reports of the Director of Environment and Housing
 - **Overview and Update on SRS**
 - SRS Fees & Charges 2024/25
 - SRS Budget Savings

CLOSED SESSION

- Reports of the Director of Environment and Housing
 - SRS Budget Savings
- Reports of the Head of Finance/Section 151 Officer

31 January 2024

- Reports of the Head of Finance/Section 151 Officer
 - Audit of the 2022/23 SRS Financial Statements
- Reports of the Director of Environment and Housing
 - SRS Draft Budget Proposals 2024/25

20 March 2024

- Reports of the Director of Environment and Housing
 - [SRS Overview and Update report](#)

13. The schedule of meetings for 2024/25 is as follows:

- 19th June 2024
- 25th September 2024
- 18th December 2024
- 27th March 2025

Issues to note

14. The most recent meeting provided an update as at the end of Q3 and highlighted the following:

- i. The results of a survey in relation to sunbed safety following an undercover investigation by the consumer programme *X-Ray*.
(Pages 39 – 60: [SRS Overview and Update report](#))
- ii. Welsh Government have started the consultation process in relation to draft regulations and statutory guidance prior to the introduction of mandatory licencing scheme for acupuncture, body piercing, electrolysis and tattooing, although the anticipated date for introduction has been slightly delayed to October 2024.
- iii. In relation to Air Quality in addition to information that was included in the Annual Report it was noted that the Council had submitted an updated Final Plan, which was being reviewed by Welsh Government's Expert Panel, and a final decision on funding for the Castle Street Scheme is anticipated by the end of March 2024. Although potential delays were raised with a new First Minister and Cabinet being in post.

- iv. The XL Bully ban came into force on 1st February 2024 which places additional requirements on owners under the Dangerous Dogs Act. SRS are working with South Wales Police and Cardiff Dogs Home and others to confirm the process for typing and assessing any strays that are suspected of being XL Bully's.
- v. The outcomes of investigations and prosecutions are provided including the following:
 - 2 Cardiff businesses prosecuted regarding food hygiene failings
 - Illegal dog breeding

Way Forward

During their meeting, Members will have the opportunity to note the update provided in relation to the SRS Joint Committee.

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 note the update provided on the SRS Joint Committee.

Leanne Weston

Interim Deputy Monitoring Officer

12 April 2024

CYNGOR CAERDYDD
CARDIFF COUNCIL

ENVIRONMENTAL SCRUTINY COMMITTEE

18 APRIL 2024

COMMITTEE BUSINESS REPORT

Purpose of the Report

1. This report updates Members on the development of the Scrutiny Annual Report for 2023/24 and asks members to note the draft Committee Pages at **Appendix A**.

Scrutiny Annual Report 2023/24

2. The Council's Constitution requires all Scrutiny Committees to report annually to the Council on their work during the past year and make recommendations for future work programmes. Since 2021/22 this constitutes one combined Scrutiny Annual Report capturing the work of five scrutiny committees.
3. The Scrutiny Annual Report 2023/24 will be considered by Full Council later this year. It is currently being drafted and will be presented for consideration by all Chairs of Scrutiny, prior to the end of their term of office in May 2024.
4. In preparation for the final draft, each committee is requested to agree the pages that will be included for that committee. Draft pages are therefore attached at **Appendix A** for this committee's approval. The pages will set out committee's membership, purpose, and key achievements over the year.
5. Committee members are to note **Appendix A**, focuses on the key areas of work undertaken by this committee during 2023/24. However, other sections of the final Scrutiny Annual Report to Council will focus on the difference made to residents, visitors, staff, and businesses over the administration, highlighting how Scrutiny has influenced the way Council services are delivered; improve stakeholder understanding and interest in Scrutiny; explain how Scrutiny facilitates engagement and encourages public participation; and highlight the value of Member-led / stakeholder informed decision making.

6. If agreed by Council the report will be available for download bi-lingually from the Council's website, in standard or large print version and will also offer a translation in other minority languages if requested.

Way Forward

7. During the meeting members will have an opportunity to consider:
 - the draft Environmental Scrutiny Committee pages, attached at **Appendix A**, and provide any suggested amendments required to the draft document prior to its final consideration.

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. note the proposed pages for the Scrutiny Annual Report 2023/24

LEANNE WESTON

Interim Deputy Monitoring Officer

12 April 2024

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ENVIRONMENTAL SCRUTINY COMMITTEE - Draft copy for Annual Report 2023/24 Committee Page

Our Membership:



Councillor Owen Jones (Chair)



Councillors Bob Derbyshire; Andrea Gibson, Jamie Green, John Lancaster;
Helen Lloyd Jones, Jacqueline Parry; Bethan Proctor; Ashley Wood.



Youth Council Representative – Shifa Shazad

Our Purpose

- The Environmental Scrutiny Committee works to improve the Council’s services and policies in the area of environmental sustainability, which includes Waste Management, Planning, Environmental Health and Transportation;
- We monitor the effectiveness of who the Council works with in this area, including how resources are spent;
- We ensure that key Council Policies in this area such as One Planet Cardiff, Clean Air Strategy, Recycling Services Strategy, Green Infrastructure Plan and Local Development Plan are developed and put in place; and

- We make recommendations to the Council’s decision-makers to enhance performance and service delivery.

Our Achievements

- **Transport.** The committee has commented on several Transport projects including:
 - Updates in relation to the Cardiff **CrossRail** project following successful funding bid the UK Governments Levelling Up Fund which has been matched by the Welsh Government;
 - Progress in the development of the **Cardiff Bus Interchange**, from Transport for Wales, following handover of the site to them;
 - The proposed introduction of **Road User Charges** to support investment in transport projects;
 - The proposed restructuring of parking across the city to introduce more easily understood and consistent **Parking Zones**;
 - The permanent solution for **Castle Street** following Air Quality issues and concern raised by the RNIB about the issues encountered following the installation of the ‘pop-up solution’.
- **Recycling & Neighbourhood Services** – the committee continued to receive updates regarding the roll-out of segregated recycling across the city in an aim to improve recycling rates to reach Welsh Government targets and avoid financial penalties, Houses of Multiple Occupation and blocks of flats are not currently being involved in the roll-out while potential solutions are being investigated.
- The Committee were pleased to hear updates in relation to **Nature and Biodiversity** and the good work being carried out by a small number of officers supporting this area of work
- **One Planet Cardiff**, is the Council’s response to the Climate Emergency and strategy to achieve its Carbon Neutral target by 2030. This year we received a second update following the adoption of the strategy and the Action Plan, and noted the difficulty in reaching net zero by 2030 due to the lack of resources, change in the reporting framework by Welsh Government, therefore making a comparison with the baseline year difficult, but hopefully will improve going forward.
- Members of the Committee participated in the Joint Task & Finish work that considered the Preferred Strategy stage of the Replacement **Local Development Plan**. The Joint report submitted to Cabinet in January 2024 made 130 key findings and 17 recommendations, of which ?? were accepted and ?? partially accepted.

TO BE UPDATED FOLLOWING CABINET RESPONSE

Looking Ahead – Scrutiny Priorities

- Continue to monitor the rollout and efficiency of the Council’s waste services strategy and how the Council achieves the **Welsh Government’s statutory recycling target of 70%**. Including, plans for flats/HMOs and Recycle/Reuse facilities.
- Review the Council’s **Final Replacement Local Development Plan (RLDP)**. Ensuring a robust process is in place, and to ensure the final plan is **fit for purpose**.
- Evaluating how the Council is managing **Cardiff’s biodiversity** and **natural environment** and ensure it is incorporated in considerations under wider pieces of work.
- Monitor the implementation of the final Castle Street solution to improve the **Air Quality** in the area.
- Continue to observe the development of Transport for Wales projects [Cardiff Bus Interchange, & Cardiff CrossRail] and the effect on travel habits of residents and visitors to Cardiff.
- Monitor the roll out of the **parking plan** and the introduction of **parking zones** across the city and the impact on residents.
- Monitor the implementation of priority **bus corridors** to support improvements to bus services.
- Oversee and support the development of the **One Planet Cardiff Green Paper** to take forward the carbon reduction agenda.

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