

**These minutes are draft and are subject to approval as an accurate record at the next meeting of the Environmental Scrutiny Committee to be held on 14 July 2015**

## ENVIRONMENTAL SCRUTINY COMMITTEE

9 JUNE 2015

Present: County Councillor Ralph Cook(Chairperson)  
County Councillors Mitchell, Clark, Lomax and Aubrey

### 1 : APPOINTMENT OF CHAIRPERSON

The Committee noted that the Council at its meeting of 21 May 2015 appointed Councillor Ralph Cook as Chairperson of the Committee.

### 1 : MEMBERSHIP OF COMMITTEE

The Committee noted that the Council at its meeting of 21 May 2015 appointed Councillors Aubrey, Clark, Davis, Lomax and Mitchell as members of the Committee.

### 3 : TERMS OF REFERENCE

The Committee noted that Council agreed the following terms of reference for the Committee:

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 non-governmental 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.

Members noted that South East Wales Transport Alliance (SEWTA) was removed from the terms of reference.

#### 4 : APOLOGIES FOR ABSENCE

Apologies were received from Councillor Chris Davis.

#### 5 : DECLARATIONS OF INTEREST

No declarations of interest were received.

#### 6 : DRAFT CITY OPERATIONS DIRECTORATE DELIVERY PLAN 2015/17

The Committee received a report on the Draft City Operations Directorate Service Delivery Plan 2015-17. Members were advised that the Directorate Service Delivery Plan identified the contribution that the directorate will make to the Council's improvement priorities and Corporate Plan. The plan describes the services provided, contains an assessment of achievements and presents the priorities and commitments for 2015-17. The action plan contains actions to be taken and how success will be measured. The plan also links with the Council's Medium Term Financial Strategy and the collaborative arrangements that will help the Council deliver services in the future.

Members were advised that the City Operations Directorate was formed in April 2015 and incorporated the former Directorates of Environment, Strategic Planning, Highways, Traffic and Transportation and Sport, Leisure and Culture. Details of the core business areas were set out in the report. The report also provided an indication of how the new City Operations Directorate would address the Council's priorities financial and resources information, corporate plan priorities and core business priorities.

The Chairperson welcomed Councillor Ramesh Patel, Cabinet Member for Transport, Planning and Sustainability; Andrew Gregory, Director and Tara King, Assistant Director; to the meeting. Andrew Gregory was invited to deliver a presentation on the Draft City Operations Directorate Delivery Plan 2015-17.

Following the presentation the Chairperson asked Members of the Committee if they would like to comment, raise questions or seek further clarification on the report. Those discussions are summarised as follows:

- Members asked whether, in terms of modal shift, it was intended to designate the Transport Interchange and Central Square as a 'car free zone'. The Cabinet Member stated that the Transport Interchange and Central Square would include facilities for cyclists and designated drop off zones for cars. Officers advised that in light of the changes taking place within the area, an opportunity existed to study movement patterns and bring forward plans. However, this was a complex piece of work and whilst it was important not to discourage car use, there were other factors, such as the protection of heritage buildings, which needed to be considered. Councillor Patel stated that Moving Traffic Orders would make public transport a more attractive alternative to the use of cars.

Members suggested that housing developers could be asked to provide a free

bus pass with each new build house, in order to provide an incentive to their customers and also encourage the use of public transport.

The Committee asked the Cabinet Member and officers to be mindful of the accessibility of pedestrianised areas for the elderly and disabled. The Cabinet Members stated that this was clearly recognised.

- The Committee discussed parking enforcement and asked officer to explain whether parking enforcement in the City was breaking even or provided at a cost. Officers advised that parking enforcement and moving traffic offences were operated at a marginal net cost. Income was being used to invest in bus lane cameras, bus corridors and enforcement. The Committee asked why parking enforcement was not at a break even position. Officer agreed to provide the Committee with further information.
- Officers were asked to provide further details on the goals of the Parking Strategy. Members were advised that the Strategy aimed to make the network operate more effectively; ensure parking was provided in the right locations; ensure parking charges are balanced; enable visits to the City; attract visitors to the City at different times; and address residential/commuter issues. The draft Parking Strategy was due to be considered by the Cabinet in July or September. Cabinet will be asked to proceed with consultation on the draft Parking Strategy.
- Members noted that the target set for the percentage of C-roads in poor conditions had been reduced from 10% to 8%. Officers advised that the Highways Asset Plan sought to maintain the road network in accordance with the funding available. The Plan allowed for a managed deterioration of the network. Quality thresholds were reducing but key locations were being maintained to the right standards.

Members were concerned that some roads had deteriorated to such a degree that a tipping point had been reached whereby the authority was spending more on repairing potholes than it was spending on planned maintenance. Officers stated that it was the authority's ambition never to reach that position.

Members felt that it was important to reduce the public's expectations in terms of road maintenance.

- Members asked whether there were any early indications that Moving Traffic Orders were resulting in a change in behaviour of drivers and whether there was any desire to monitor this changing behaviour, such as the percentage of drivers were 'repeat offenders'. Officer stated that there were no plans to monitor driver behaviour at this stage. However, experience in other authorities had shown that the level of income from penalties would peak before tailing off, indicating a change in behaviour. Income in the City was not falling significantly at present. Officers accepted that the question of monitoring repeat offenders would provide a useful assessment of whether the scheme was working.
- Members asked officers to clarify how national/regional/local transport plans integrate and explain how the regional plan is informed by the local plan. Members also asked for an update on the Transport Prospectus. Officers advised that national and regional plans are within the remit of the Welsh Government and

City Region Partnership. In Cardiff, the authorities strategies, such as the Transport Strategy, Cycling Strategy and Parking Strategy, will set out what the authority wants to achieve within the City. The Transport Prospectus has been replaced by the City Transport Strategy. Officers assumed that neighbouring authorities were addressing issues within their boundaries via their Local Transport Plans. Officers agreed to clarify this.

Work was continuing with neighbouring authorities regarding 'cross border' initiatives. However, officers considered that it was important that the City's strategies should not be dissolved into the regional strategy.

- Members asked whether the local plan will take account of the Cardiff Metro project. Officers stated that Cardiff Metro was a Welsh Government project, but elements of Cardiff Metro will support the local plan.

Members were concerned that Cardiff Council was subject to the Cardiff Metro project but was did not have sufficient influence. The Cabinet Member noted those concerns. The Cabinet Member stated that Cardiff was focussing those elements of the Cardiff Metro that it was able to deliver, such as the new Transport Interchange.

Members felt that opportunities could be missed if the Welsh Government and the Council did not know what each other were thinking. Officers responded that Cardiff Metro was a regional project, dialogue was taking place and opportunities were not yet formalised.

- Officers were asked to explain the difference between the Local Transport Plan (LTP) and the Transport Strategy. Members were advised that the LPT was a programme of major projects in the City and was used as a bidding document to draw down funding. The Transport Strategy was an overview of what the authority was trying to achieve in the City.
- Members sought further detail on the Cycling Strategy. Officers stated that travel to work by bike in the city was 8%. The Cycling Strategy would aim to increase this by 1% per annum by making cycling a more attractive alternative.
- Members questioned when the draft masterplan LDP and its transport proposals would be available and what consultation on the document would be undertaken, including public consultation. Officers stated that consultation on the Transport Strategy would be undertaken, subject to a Cabinet decision on the matter. The allocation of sites in the LDP was developer lead and consultation would be undertaken on each of those sites. However, in the City Centre and Cardiff Bay the authority would lead on consultation.

Members asked whether the LDP inspection had identified any issues of concern. Officers stated that the process had gone relatively smoothly. The plan was considered to be robust. Officers were positive and did not anticipate any major changes. In terms of the green belt, the authority had advised the Planning Inspectorate that the green belt was considered essential for the City.

The Chairperson welcomed Councillor Derbyshire, Cabinet Member for Environment and Tara King, Assistant Director Environment to the meeting. Tara King was invited to deliver a presentation. Councillor Derbyshire made a brief statement. Councillor Derbyshire wished to thank officers for their efforts in achieving targets for the year. He also thanked the Members of the Task and Finish Inquiry on Alternative Delivery Models for helping to inform the decision-making process.

Following the presentation the Chairperson asked Members of the Committee if they would like to comment, raise questions or seek further clarification on the report. Those discussions are summarised as follows:

- Members asked whether it would be possible to reduce the level of heating and hot water in sheltered accommodation as an efficiency saving. Officers advised, whilst sheltered accommodation was not within the remit of the Committee, it was possible to monitor and control heating remotely. During a recent trial, all heating in schools was turned off during the Easter holiday. This resulted in a saving of over £60k. In sheltered accommodation heating levels were set at levels appropriate for residents. Officers advised that it may be possible to control heating communal areas and embed cultural change in managers of such facilities. Officers offered to share information on the Carbon Control Project.
- Members asked what percentage of improvement in the recycling rate was achievable, if people were encouraged not to present food waste in the general waste. Officers estimated that between 3-5% was possible.
- Officers advised that the new waste collection system was being trailed as part of the Neighbourhood Cleansing Pilot.
- Members asked for an assessment of the All-Wales HMO Licensing Scheme. Officers advised that the Welsh Government Scheme was not the same as the Council HMO scheme, which licenses the property as opposed to licensing the landlord. There would be no additional financial burden for the authority as all the posts were WG funded.

AGREED: That the Chairperson writes on behalf of the Committee to the Cabinet Members highlighting the issues raised during the Way Forward discussion (see attached).

## 7 : HOUSEHOLD WASTE RECYCLING CENTRES - PROPOSED CHANGES

Members received a report detailing the proposed changes being considered for Household Waste Recycling Centres in Cardiff. The Committee were asked to comment on the proposed changes prior to the matter being considered by the Cabinet. Members were provided with a summary of the background to this issue.

The Committee on 14 January 2014 received a report entitled “2014/15 Budget Strategy – Early Consideration of Proposals – Household Waste Recycling Centres – Service Redesign”. The Chair of the Committee wrote to the Cabinet Member raising a number of issues, details of which were set out in the report. The 2015/15 budget approved a proposal on HWRC service redesign which aimed to save £135k by moving to 2 ‘supersites’ and changing the operating hours to meet with customer demands.

On 7 October 2014 the Committee received an item on the 'Outline Waste Management Strategy 2015-18 which also made reference to HWRCs. The relevant comments from that report were summarised. Members were asked to consider the relevant comments.

In February 2015 during the budget setting process it was proposed that £42k be saved by reducing the operating hours at 2 HWRCs. To support this, the capital programme included a line described as:

- Household Waste Recycling Centres – Enable two large sites to be completed and upgraded as needed. £1.52m.

At the time, the Committee were unable to support the proposed saving for reducing the operating hours. The Chair of the Committee wrote to the Cabinet Member for the Environment setting out the main reasons and these were set out in the report.

The topic was also discussed on 10 March 2015 during the scrutiny of an item entitled "Recycling Waste Strategy and Residual Waste Restricting Programme 2015". The item made reference to HWRCs as follows:

- In 2014/15 the decision was taken to move from four to two household waste recycling centres; this was based on usage and the infrastructure space available to service future recycling needs. This process began with the closure of Waungron Road. These proposals need to be fully implemented in 2015/16 in order to deliver the savings and also drive up the sites recycling performance from just below 70% to over 80%.
- The next phase of the agreed position is to deliver the second super site and close the current Wedal Road site. The current Wedal Road site remains too small for demand and future recycling requirements. The full feasibility study has now been undertaken on the current assets; traffic flows; public consultation comments and financial profile. The most cost effective proposal identified is to develop the new super site at Lamby Way, rather than the previously identified Parks depot at Wedal Road.
- The new Lamby Way facility will complement the existing Bessemer Close site and will ensure the City has a fairly distributed household waste recycling centre provision, which is accessible from the east and west of the city. The existing environmental permits at Lamby Way can be expanded to incorporate the new facility so accelerating the delivery time and cost of establishing the new facility. Equally, the planning constraints and traffic concerns in the surrounding residential areas of Wedal Road can be avoided.
- The Wedal Road location will not be left without some replacement facilities. To continue the Council's commitment to reuse and recycling a reuse shop and bring site facility will be provided at the current Wedal Road Parks depot. This will support the northern communities of the city to dispose of their bulkier and reusable items. Residual waste and some bulkier items will have to be taken to one of the two Household Waste Recycling Centres.
- To manage the reuse shop a community partner will be sought to lease and run the shop. This social enterprise will accept donations of household items, repair and sell items back to the community. As well as supporting the reuse agenda they will provide local jobs and training.
- The three current Household Waste Recycling Centres (Bessemer Close, Lamby Way and Wedal Road) will operate until autumn 2015 and the completion of the new site at

Lamby Way. Once the new Lamby Way site is completed the current Wedal Road and old Lamby way sites will be closed leaving two large sites at Bessemer Close and Lamby Way. The reuse and recycling facility at the Parks Depot at Wedal Road will be operational in 2015.

The Committee was advised that during 2014 an independent study was also undertaken to establish cross boundary movements of the Household Waste Recycling Centre users. The report indicated that Cardiff suffers from the cross-boundary influx of material from neighbouring authorities, to the extent that 11% of the material received. It was estimated that 17% of the tonnages received at Bessemer Close arise from residents of in Vale of Glamorgan. The compound impact of tonnages on recycling performance and the operational processing burden equated to an estimated £430,000 annually.

Following discussions with other local authorities the preferred solution for each authority was for them to control their own waste flows directly, rather than a partnership or recharging approach. The preferred solution is to provide the service for Cardiff residents only through household confirmation checks and where a Cardiff address cannot be evidenced the customer will be directed to chargeable weighbridge. Residents from outside Cardiff can continue to use the facilities but the charge will reflect the cost to use our facilities; equally they can choose to use their own council's facilities free of charge.

The proposed changes to Cardiff's Household Waste Recycling Centres were due to be considered by Cabinet in July 2015. It was anticipated that the Cabinet report would include a number of proposals for the future of Cardiff's Household Waste Recycling Centres, including the reconfirmation of the 2014/15 Budget Report that the planned number of Household Waste Recycling Centres will reduce from four to three to two; reviewing the options around the potential Wedal Road and Lamby Way sites; the potential introduction of seasonal opening hours; how the Council plans to expand commercial options for Household Waste Recycling Centres in Cardiff; and consider how Cardiff residents and those from outside the area are able to access the Household Waste Recycling Centres.

The Committee received a presentation from Tara King, Assistant Director, City Operations. Members were advised that two sites were being considered as possibly locations for a new HWRCs 'supersite', Wedal Road and Lamby Way. Members were asked to consider the following:

#### *Wedal Road*

- Parks Service were operational at Wedal Road. New design kept part of the Parks Operation and included a new HWRC and Re-use Centre
- New planning permission was required
- New waste management permit application was required
- Consultation event held on 14 August 2014
- Residents raised significant concerns over proposed 'supersite' – including additional traffic volumes and noise complaints. There were historic noise and traffic complaints from the current smaller operation.
- Residents questioned why a site in a residential area was being considered.

#### *Lamby Way*

- Reviewed as an alternative to Wedal Road
- Located in a non-residential area
- Existing HWRC already extended to site boundary with no growth possible
- Staff car park offered a possible alternative location, with car park to be relocated on capped landfill area
- Existing planning permission could be amended
- Waste management permit could be amended

- LDP developments

The presentation also included an indication of the distances to travel to each of the sites being considered from wards in the north of the City. Details of the proposed changes to commercial and non-residential service provision were also included in the presentation.

The Chair invited members to comment, seek clarification or comment on the information received. Those discussions as summarised as follows:

- Members were keen to emphasise the lesson learnt from the closure of the Waungron Road HWRC should be applied.
- Members asked how robust the journey times detailed in the presentation were. The Cabinet Member stated that the journey times were off-peak journey times. The Committee noted that the journey times between HWRCs in neighbouring authorities were much larger than those listed. Members were not convinced that the journey times were less than accurate (e.g. to travel 3 miles in 5 minutes).
- Officers confirmed that the agreed site would contain a 're-use' facility operated by a 3<sup>rd</sup> sector partner.
- Members asked for clarification of the cost of post sorting waste. Officers estimated that post sorting had previously costed between £300k and £1m per annum.
- Members commented that the HRRC facility at Bessemer Road was efficiently run with room to accommodate over 20 vehicles at any time. Staff were always on hand to assist service users. This was in contrast to Councillor's experiences when using Wedal Road HWRC.

AGREED: That the Chairperson writes on behalf of the Committee to the Cabinet Members highlighting the issues raised during the Way Forward discussion (see attached).

## 8 : DRAFT INFRASTRUCTURE BUSINESS MODEL & ALTERNATIVE DELIVERY OPTIONS TASK & FINISH REPORT

The Committee received the Task and Finish Inquiry report 'Draft Infrastructure Business Model and Alternative Delivery Options'. Members were asked to consider the report, make any amendments and agree the contents of the report, prior to the report being presented firstly to a Joint meeting of the Policy Review and Performance and Environmental Scrutiny Committees and then being presented to the Cabinet.

The Committee commended the Members of the Task and Finish Inquiry and the officers concerned for providing a consistent and accurate report which will inform the way forward. It was noted that the section of the Appendix entitled 'The Six Key Elements for Creating a Successful Alternative Delivery Model' was incomplete in terms of the page numbering.

AGREED – That the contents of the Task and Finish Inquiry report be endorsed for submission to the Cabinet.



## 9 : WORK PROGRAMME 2015/16

Members were asked to consider the Committee's Work Programme for 2015/16. The Principal Scrutiny Officer proposed to write to all Members, stakeholders and external agencies to submit items for possible inclusion in the work programme, prior to shortlisting those potential items at an informal meeting of the Committee. A report would then be considered at the Committee's next meeting on 14 July 2015.

AGREED – That:

1. the Principal Scrutiny Officer write to all Members, stakeholders and external agencies to submit items for possible inclusion in the work programme;
2. a report on the Committee's Work Programme for 2015/16 be considered at the next meeting.

## 10 : CORRESPONDENCE UPDATE - INFORMATION REPORT

The Committee received copies of correspondence sent and received in relation to matters previously scrutinised by this Committee.

Members requested further information on the number of recent letters issues for which replies were still awaited. A Councillor also requested that a letter from the previous meeting containing the criteria for recording fly tipping be amended to read 'not a fly-tipping issue'. A request was also made for clarification of the performance indicators on page 224 of the agenda pack. The Principal Scrutiny Officer agreed to provide clarification on email.

AGREED – That the correspondence report and attached documentation be noted.

## 11 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled for 14 July 2015 at 4.30pm.

The meeting terminated at 8.30