

ENVIRONMENTAL SCRUTINY COMMITTEE

6 JULY 2021

Present: Councillor Patel(Chairperson)
Councillors Derbyshire, Owen Jones, Lancaster, Jackie Parry,
Parkhill, Owen, Sandrey and Wong

1 : APOLOGIES FOR ABSENCE

No apologies for absence were received.

2 : DECLARATIONS OF INTEREST

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

Cllr Owen	Item 3	Personal	Resident of Tyn yr Parc Road
Cllr O Jones	Item 4	Personal	Non-executive director Cardiff Bus
Cllr Sandrey	Item 4	Personal	Non-executive director Cardiff Bus

3 : ACTIVE TRAVEL NETWORK MAP

The Committee was advised that Cabinet 15 July 2021 will consider the draft Active Travel Network Map and its required statutory 12-week consultation. Cabinet will also consider whether to approve giving delegated authority to the Director of Planning, Transport and Environment to submit the final version of the Active Travel Network Map to Welsh Government Ministers. Members received a report providing background information to aid the scrutiny of the draft Cabinet report.

The Active Travel (Wales) Act 2013 places a requirement on local authorities in Wales to plan for provision for active travel routes and demonstrate continuous improvement in delivery for active travel. The Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 defines "active travel" as "walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys".

Local authorities are required to plan their active travel routes through the Existing Route Map and Integrated Network Map. In 2017, the Council submitted its first Existing Route Map and Integrated Network Map and received Welsh Minister approval in February 2018, leading to a number of segregated cycle routes linking the city centre and the wider city, cycle hire schemes and support for active travel in schools. Local authorities are expected to review their Existing Route Map and Integrated Network Map every three years. The next deadline for approval is 31 December 2021. The Active Travel Network Map combined the Existing Route Map and the Integrated Network Map into one.

Members were advised that Cabinet in January 2020 approved the Transport White Paper, which included a target to increase active travel from 31% to 43% by 2030. The Active Travel Network Map forms a key part of delivering this.

Community engagement took place between 24 November 2020 and 29 January 2021 via an online engagement tool. Members of the public provided feedback on cycling and walking routes. There were 3,502 respondents and 3,602 comments received. Analysis of the comments indicated locations with reported lack of safe routes for cycling; locations with reported lack of safe routes for walking; specific clusters of requests within the Riverside and Plasnewydd wards to restrict traffic or pedestrianise streets; and requests for minor improvements, such as dropped kerbs, removal or redesign of barriers, rationalisation of street furniture and provision of secure cycle parking.

It was expected that these issues have either been addressed in the draft Active Travel Network Map proposals or will be addressed through the Council's plans to pilot the development of Healthy Streets projects.

Appendix C is the proposed Active Travel Network Map Engagement Plan, which sets out the activities planned to engage stakeholders and the public during the 12-week statutory consultation period, planned for August – October 2021. This includes online consultation via the Council's website and Keep Cardiff Moving, promoted via social media, emails, online stakeholder group meetings, school engagement and public Q&A sessions.

Appendix C of the report set out the proposed Active Travel Network Map Engagement Plan. Activities to engage stakeholders and the public will take place during the 12-week statutory consultation period, planned for August – October 2021. This will include online consultation via the Council's website, via social media, emails, online stakeholder group meetings, school engagement and public Q&A sessions.

The Chairperson welcomed Councillor Caro Wild, Cabinet Member for Strategic Planning and Transport, Andrew Gregory, Director of Strategic Planning and Transport and officers from directorate. After brief statements the Chairperson opened the debate on this item. Those discussions are summarised as follows:

- Members noted that the active travel schemes are dependent on external funding and asked for further details regarding how such schemes are prioritised. The Director stated that plan before the Committee sets out the schedule of works. A more detailed plan sits behind the schedule of works and consideration will be given to their strategic importance, the consultation and engagement, feedback from local organisations and the funding available. The major works already being undertaken signify the Council's commitment to delivering active travel and that the funding is available.
- Members welcomed the positive response to the public consultation exercise. However, consultations are often skewed towards responses from people with a particular interest in a subject. Members asked for clarification of how much weight is given to consultation responses, therefore, when priorities are being evaluated. The Cabinet Member stated that these are complex considerations. Consideration is given to need, where people live and 'trip generators' such as large centres of employment. For example, Cycleway 1.2 provides access to UHW which is the largest employer in Wales. The Council is also mindful of

areas and sectors where there isn't a lot of feedback.

- Officers stated that the Commonplace tool was very useful but tended to favour those who were familiar with the use of new technologies. However, there was a fairly even geographical spread across the City in the responses received. Respondents were pointing out issues within their localities that they considered need addressing.
- Members asked what would happen if the Welsh Government withdrew its funding for active travel. The Cabinet Member stated that the Council has set aside £10 million in its current capital programme, although indications are that the Welsh Government is seeking to spend more on active travel. Section 106 funding within the LDP sets out several million pounds in active travel funding also.
- Members asked what factors are considered when cycle routes are decided upon. The Director stated that routes are aligned to the destinations that people wish to travel to. Overall, the busier parts of the City will be better connected and that is reflected in the plan. There will be consultation and individuals and local groups can recommend within their local areas. The plan is a consultation document and there are still opportunities for adjustment and change.
- Members noted that the walking routes appeared to be mapped onto existing pavements and walkways. Members asked what constituted an active travel walking route. Officers indicated that active travel improvements could include widening footways or putting in additional crossings.
- Members asked for an indication of timescales for those schemes listed as 'to be developed' in the schedule of works, particularly in relation to active travel to schools. Officers stated that a number of the schemes set out in the schedule of work are aspirational routes and layers of technical work will be required to determine an indication of timescales. There is an Active Travel team dedicated to working with schools to develop travel plans. Infrastructure works together with promotional work and behavioural change work aims to remove some of the blockages to active travel to schools, such as lack of crossings or problems with parked cars.
- Members sought clarification on what constitutes existing infrastructure in terms of active travel routes. Officers stated that the solid lines indicated on the map represent existing routes that were on the previous map. The existing routes were subject to an audit process using an audit tool included in the Welsh Government's Active Travel Design Guidance. Where existing infrastructure does not appear on the map, they may not pass the quality threshold. A Member highlighted two fully segregated cycling routes that they are aware of that do not appear on the map. Officers stated that routes have to link to specific destination and short sections do not appear on the map.
- Members raised concerns regarding pressure points on some routes in terms of the narrowness of the roadway and the needs of the elderly and disabled residents who rely on having access to their vehicles. The Director stated that not all the roads identified on the plan will have segregated cycle routes. Where there

are proposals that will impact on residents there will be compensated facilities. Members requested that local ward Members be consulted.

- Members asked for an estimate of how long it would take to address the schemes set out in the schedule of works, how will they be prioritised and what is the budget. Officers stated that priority will be given to schemes around schools, a connected network that connects all parts of the city and then look at additional schemes on a rolling basis. Officers were unable to provide a figure in terms of the overall budget available. The target set out in the Transport White Paper is to double the number of people cycling to work. People will only start cycling when they feel it is safe to do so and the priority is to provide a network that enables that.
- Members noted that the Cardiff Bike Life Survey indicated that women, over 65s and people from lower socio-economic groups are under-represented amongst regular cyclists. Members asked whether there were any plans to mitigate against this. Officers stated that one of the barriers preventing people cycling was the lack of a safe, interconnected cycling network in all parts of the city. The authority is striving to achieve that. Consideration is being given as to how the authority can reach beyond those groups who are already engaging with active travel. The Cabinet Member advised that the authority and Welsh Government have funded a 'bike hire for all' focussing on groups that were under-represented.
- Members referred to the schedule of schemes. Members asked whether consideration has been given to adjusting traffic light sequencing to favour pedestrians on walking routes. Officers advised that those issues are addressed when schemes are implemented piecemeal on a scheme-by-scheme basis. Members were asked to consider that making these types of adjustments will have a knock on effect at other nearby junctions.
- Members asked for details on how the online active travel consultation exercise will be promoted in hard-to-reach communities. Officers stated that a broad engagement plan was in place, but more work needs to be done to specifically address this matter.

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.

4 : CYCLEWAY 1.2: APPOINTMENT OF PRINCIPAL CONTRACTOR

Members received a report providing an opportunity for the Committee to scrutinise a Cabinet report seeking approval to award the contract for the construction of Cycleway 1.2 prior to its consideration at Cabinet on 15 July 2021.

Members were advised that cycleways are continuous routes that are separate from motor vehicles and pedestrians. Cycleways aims to make cycling safer and quicker for commuters, children travelling to school and leisure purposes.

Cycleway 1 is a primary route connecting the City Centre and the North East Cardiff development site. The report relates to Cycleway 1.2 which is phase 2 of the route at Cathays Terrace, Whitchurch Road, Allensbank Road and King George V Drive.

The public consultation pack on the proposed scheme was attached at Appendix B of the report. In total 876 responses were received to the public consultation held in the summer of 2020: 57% supported the proposals; 21% partially supported the proposals; and 23% did not support the proposals. The report also provided a summary of the funding proposals for the scheme.

The Chairperson welcomed Councillor Caro Wild (Cabinet Member – Strategic Planning and Transport), Andrew Gregory (Director of Strategic Planning, Transport and Environment); Gethin Shields (Transportation Programme Manager); and Matthew Price (Team Leader – Transport Vision, Policy and Strategy). Following a brief statement from the Cabinet Member the Chairperson opened the debate on this item. Those discussions are summarised as follows:

- Members were supportive of the scheme and considered it to be transformative in terms of promoting active travel in the City.
- With regard to the potential funding shortfall of approximately £3.46 million, Members noted the reference made to utilising underspend on other active travel projects. Officers were asked for further details of what those projects were and the expected funding contribution. The Director stated that there were a range of active travel schemes and there would be pressures on each scheme as they are implemented. Funding would be allocated as necessary as each scheme moves forward. The Director agreed to provide further details of the expected contributions in writing after the meeting.
- Members asked whether those people who had responded to the consultation exercise lived in the areas affected by the proposals. Officers agreed to provide this information following the meeting.
- Officers were asked to provide further clarification of where funds would be diverted from the Capital Programme and the likely impact on the capital programme projects. The Cabinet Member stated that £10 million had been included in the Capital Programme to act as a form of liquidity. Welsh Government is expected to fund Active Travel Schemes but the £10 million would provide assurance that the schemes can be completed. The Director confirmed that funds would not be taken from other types of capital programme projects and no other projects were at risk.
- Officers confirmed that all the roads included in the project would be resurfaced.
- Members asked officers to provide an estimate on the usage of the scheme once it has been completed. The Director stated that the overall target is to double the number of cyclists commuting in the city from 13% to 26%. The Director agreed to provide the current figures in terms of actual usage and the estimates for the active travel network as a whole, including details of the baseline surveys undertaken at Cycleway 1.2. Members also requested details of how the

authority intends to monitor the success, or otherwise, of the scheme.

- Members asked whether the Health Board is supporting the scheme by providing cycling infrastructure for those commuting to the UHW. The Director stated that engagement with large employers and other public sector partners has been undertaken in order to establish clear targets. The Cabinet Member stated that the Health Board is the lead organisation on the Active Travel Charter.

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.

5 : CARDIFF BUS STRATEGY

Members received a report providing background information to aid scrutiny of the draft report to Cabinet seeking approval for public consultation and engagement to develop a bus strategy for Cardiff, prior to its consideration by Cabinet at their meeting on 15 July 2021.

Cabinet would consider a report that sets out the need for public consultation and engagement to inform the development of the bus strategy for Cardiff. The report would set out the strategic actions required to transform bus services and seek cabinet approval to base the consultation on these and the results of an Equality Impact Assessment.

Members were advised that the Bus Strategy would support the Transport White Paper, One Planet Cardiff, the Local Development Plan, the Local Transport Plan and the Capital Ambition Recovery and Renewal Plan. The Transport White Paper includes a commitment to low-carbon transport and contains a target to double the numbers travelling by bus between 2018 and 2030, from 10% commuters to 20% of commuters. The One Planet Cardiff Strategy sets a target for 100% low emission taxis and buses by 2027.

Prior to the Covid pandemic, bus usage in Cardiff had remained relatively stable. The pandemic led usage falling by approximately 90%. They have since risen to approximately 60% pre-Covid levels. Social distancing requirements limit passenger carrying capacity and, in some locations at peak times, some passengers are unable to get onto buses.

In response to the pandemic, the Welsh Government and local authorities have provided financial assistance via the Bus Emergency Scheme (BES). The Welsh Government has also established working groups via Transport for Wales to identify improvements in the bus network.

The Cabinet report included a Bus Strategy Technical Report at Appendix A which included an analysis of demographics, demand and service frequency; identifying gaps in provision; and setting out bus service planning principles. The technical report enabled the Council to identify the following strategic actions to enable fundamental transformation of bus services:

- Big Move 1: Complete the Bus Interchange

- Big Move 2: Create New Priority Bus ‘Smart’ Corridors
- Big Move 3: City Centre Package
- Big Move 4: Metro Integration, Integrated Ticketing and Information Package
- Big Move 5: Fares
- Big Move 6: Review of Bus Network Governance arrangements for the medium and long term
- Big Move 7: Creating a Better Customer Experience
- Big Move 8: A Low Emission/Zero Carbon Bus Fleet
- Big Move 9: Integration of Schools Transport

Public consultation will take place in August/ September 2021 via a published consultation pack inviting written responses, including an online feedback form. The consultation will seek to engage with hard to reach groups to get representative feedback. There will also be engagement with Welsh Government, Transport for Wales, Local Authorities in the Cardiff City Region, Passenger Transport User Groups and Bus Operators. The results of the consultation will be reported to Cabinet in October/November 2021 and will be used as a draft framework for preparing the Bus Strategy. There will also be specific scheme consultation with Local Members.

The Chairperson welcomed Councillor Caro Wild (Cabinet Member – Strategic Planning & Transport); Andrew Gregory (Director of Planning, Transport and Environment); and Jason Dixon (Operational Manager – Transport Development and Network Management) who had been invited for this item.

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

- Members noted that whilst the authority has control over traffic management, air quality and fares, there were a number of bus companies in the City and they would need to support the strategy. Members asked for views regarding to how the Bus Strategy would work in collaboration with bus service operators, Transport for Wales and the Welsh Government. Officers stated there was an opportunity for the authority to establish a partnership with Welsh Government and Transport for Wales. Funding and a clearer understanding of what the Welsh Government needs to achieve in terms of franchising was needed in order to provide a network that meets all purposes rather than competing. This would enable a redesign of the network. There are four working groups within the region but Cardiff has a different status within the region because most of Cardiff’s services are commercial and the commuting travel patterns are different. The Director stated that the Strategy sets out the actions that need to take place. There are a range of things the authority can do and others that require working with partners.
- Members asked whether partners have responded favourably to the strategy. The Director stated that discussions are ongoing looking at what bus companies aspirations are. There is significant work to be done around integrated ticketing and fares. Some progress has been made in terms of electric buses. Officers recognise that there is more to be done but those conversations will inform that.

- Members considered that in terms of consultation responses, residents who are directly affected by schemes such as the installation of bus lanes are far more likely to respond to a consultation than service users who aren't directly affected. Members asked how a balance is found in those circumstances. The Cabinet Member stated that he has instructed officers to contact bus users directly by distributing consultation forms on buses and at bus stops. Consideration was also given to setting up a bus users group in order to get a fairer representation of people using the bus services across the city feeding into policy.
- Members welcomed plans for orbital routes and transportation hubs serving the outskirts of the city. Members noted the correlation between increasing fares and falling mileage . Members asked how the Bus Strategy would address that. Officers considered that the measures outlined in the strategy will assist, such as investing in frequency of services, infrastructure, targeted priority measures and priority at junctions through smart corridors.
- Members invited comment on school transport provision. Officers stated that school catchment areas will be considered. Some parents choose to take their children to schools outside of their catchment area for faith or language preferences. Consideration will be given to the services available and the fares charged.
- Members asked for further details of the 'transport hubs' set out within the strategy. The Director stated that the hubs would be points at which a number of bus routes including cross city routes / park and ride site converge. There would be a number of bus stops, information panels and active travel infrastructure provided.
- Members asked for confirmation of when the centre transport interchange would be operational and whether the lack of such a facility for such a length of time has undermined public confidence in bus services. The Director stated that the transport interchange is a landmark project for public transport not just for Cardiff but for the whole of Wales. There must be some adjustment to the network around the city whilst that project is being implemented and there will be further adjustment to take account of the new facility once operational. The construction of the building will be completed at the end of 2022.
- Members noted that the Bus Strategy aims to double the number of buses over 20 years. Members questioned whether a 14-stand bus station was fit for purpose. Officers advised that the 14-stand transport interchange would provide an enormous amount of capacity. The facility will be managed by Transport for Wales. There are around 200 buses in the fleet in Cardiff at present and it was estimated that at least 40 new buses would be required to achieve the target to increase patronage from 10% to 20% of all journeys. At present the majority of services run to the City Centre and there are very few orbital services. The Bus Strategy sets out an orbital route opening up opportunities for wider travel without services going into the City Centre. Transport hubs will support this.
- Members noted the need to restrict car movements in order to incentivise bus usage and questioned whether this should be the top priority. Officers accepted the point and stated that this issue is set out in the Transport White Paper and is

an important point for consideration. The Director stated that the authority intends to use the highway in a more efficient. There was a need to balance bus, car and cycling usage.

- Members asked how dependent the authority was on the Welsh Government removing legislative restrictions to allow local bus networks to be designed. Officers stated that there was an expectation, that as bus service providers were receiving support through public monies, they would work in partnership to redesign the network. Longer term legislation will be needed to develop a franchising mechanism. Franchising will allow services play an integral part in how the network functions.

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.

6 : WASTE COLLECTION SERVICES

The Committee received a report providing information to assist their scrutiny of the new Waste Collection Service. Members were advised that the Council has moved to a 4-day residential waste collection cycle, with collections Tuesday to Friday between 6.00am and 3.30pm, including general, garden, food, recycling, bulky and hygiene waste. Approximately 75% of households saw a change to their waste collection day and/ or the week they put out general and green garden waste.

Members were advised that the Council had remodelled collection routes to make them more efficient, employed twenty additional full-time staff and utilised an extra 24 refuse collection vehicles to provide the service on one shift per day over four days.

The anticipated benefits of these changes were:

- Cleaner streets
- Improved Customer Service
- Faster vehicle breakdown resolution
- No disruption to collections
- Holiday Mondays: staff will work Good Friday
- Better Working Conditions

Residents were informed of the changes to the service by letter. Information was also provided via social media, local councillors and community councils.

Initially, following the implementation of the changes, there were some missed and incomplete collections. On 24 March 2021 the Council issued a press release advising that 22 drivers were absent due to sickness and Covid-19 related issues such as shielding or self-isolating. Staff also needed to take annual leave as they were unable to do so earlier during the pandemic. This reduced number of staff resulted in a delay in garden waste collections in order to allow for other waste streams to be collected.

The Committee received a presentation reviewing the performance of the new 4-day working model.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment; Councillor Chris Weaver, Cabinet Member for Finance, Modernisation and Performance; Paul Orders, Chief Executive; Matt Wakelam, Assistant Director Street Scene and officers from the directorate. Councillors Michael and Weaver and the Chief Executive were invited to make brief statements.

The Chairperson opened the debate on this item. Those discussions are summarised as follows:

- Members asked how sickness levels during the pandemic had affected the service. Officers stated that the pandemic has had a differential impact localised in some hotspots and throughout the different phases of the pandemic. The main issue is that the short term impact of sickness absence – the service doesn't know until the day absence is reported, then has to react accordingly to staff having to isolate, or having to be sent for Covid-19 tests. This means that replacement staff need to be brought in. All staff, even temporary agency staff, require training as they work in a hazardous, potentially dangerous environment. Officers stated that Members will also be aware of a national shortage of HGV drivers, so finding replacement drivers is challenging and when a driver is absent the whole crew is unable to work. The service area is looking to develop the skills of the workforce internally to become more resilient in this respect.
- Members noted that a number of issues have been reported relating to the implementation of the service changes. Members asked for further details of when those change management issues will be resolved. Members were advised that some of the underlying issues in the service were there before the introduction of the 4-day working model. For example, concerns around assisted lifts were known prior to the service changes. Officers accepted that there are improvements needed in the service area but the 4-day model aims to be more efficient and effective and get waste off the streets sooner. The service changes have been successful in delivering that, albeit the issues around the garden waste were acknowledged. Another aspect that has improved is the digitisation of the service. Residents are now able to log onto an app that provides information on when waste will be collected. This reduces the number of C2C contacts and provides better data for the service.
- Members were advised that the restructure of the cleansing service will introduce morning and afternoon shifts. This will provide contingency within the afternoon shift to support waste collections. Cleansing Teams will have a dual role and there will be staff in place to ensure that missed collections reported are collected on the same day.
- Members recommended that better, more accurate, data on the status of collections should be provided to C2C as the information provided to residents from C2C is not as accurate as the digital data. The Cabinet Member accepted the point. There seemed to be a delay in C2C receiving calls and that being reported to the service area. Residents want the service to respond as quickly as possible.

- Members noted that where collections days have changed there seemed to be a significant delay in the follow-up visit from Cleansing Teams and there appears to be a lack of co-ordination. Members asked whether this has been assessed at the time of delivery. Officers stated that issues such as these will be addressed in the restructure of the Cleansing Service. The service intends to introduce an area-model which recognises that more cleansing resource is needed in inner-city areas. Managers in the service area will work with local councillors in order to address any concerns.
- Members noted that there has been a doubling of missed collections year on year whilst some savings have been achieved. Members asked whether residents may interpret this as savings realised through poorer service. Officers advised that since the system has been digitised it is a lot easier for residents to report missed collections so that will account for a proportion of the increase. Also, some disruption was anticipated as the new service model is bedding in, but these are expected to level out. The digital system will provide better intelligence and responses will be more focussed.
- Members asked whether rolling out the changes during a pandemic should have been reconsidered. Officers stated that a lot of planning had been done in preparation for the service changes including procuring fleet vehicles, consultation with trade unions and route planning. It was considered that not going ahead with the changes at that point could cause unnecessary unease and uncertainty in the workforce and therefore it was more beneficial to proceed.
- Members referred to the cost of overtime that was recently published. Members asked whether those costs were anticipated, whether any contingency had been put in place and whether those costs would be reduced during the year. Members were advised that the service area aims to reduce the amount of overtime paid out by designing an efficient service. Overtime will be reduced as far as possible. Any surpluses arising from overtime savings would be reinvested within the service area or offered to Cabinet as a budget saving. The service area is currently running at a balanced position at Month 3.
- Members asked when will green bin collections resume on the days that they are scheduled to be collected. Officers advised that the amount of garden waste collected in the city can vary by up to 100% depending on the weather. The service area is looking at how to manage that variation and a proposal will be taken to formal Cabinet.
- Members asked what Cardiff is doing to reduce the amount of recycling material going into landfill. Officers advised that very little recycling material is going to landfill. However, some contaminated recycling is sent to the energy from waste plant. This issue is recognised and will be used to inform when decisions around segregating waste and using reusable bags are being considered. Where other authorities have adopted separation at source contamination is significantly reduced to levels of 5% or lower.
- During the Committee's previous consideration of the new arrangements Members raised the doubling in number of collections on a Friday. Members sought clarification of whether the service area had revisited this issue, as a

response to the original question has yet to be received and whether the doubling of collections has impacted upon the number of missed collections. Officers advised that Friday collections were reviewed. It was accepted that Friday's are busier than the rest of the week but collections of food, residual and recycling are at around 100%. Those collections are prioritised and any shortfall in capacity caused by covid issues are supported from garden waste collection crews. This has caused a backlog in garden waste collections.

- Members raised concerns that hygiene waste is being collected up to 72 hours late in northern areas of the city. Officers stated that resources management causes delays within the hygiene collection service. The service has now been digitised and route optimisation software will be used in future to drive improvements in the service.
- Members asked officers to clarify how the digital system reminded waste collection crews that there are blocks of flats with large communal bins on their round. There are dedicated crews collecting from the majority of blocks of flats. Sickness absence and the impact of the pandemic have affected staffing levels which has led to some disruption in the service. Blocks of flats are on separate rounds to streets in the area. Officers considered that some missed collections are reported as a result of residents seeing that streets in the area have been collected but their communal bin hasn't. However, it may be the case that the crew collecting from flats were yet to reach their block. Members were advised that consideration is being given to putting sensors in bins to better understand what is happening. Members were also asked to note that there was significantly more contamination of recycling in blocks of flats and in the longer-term the service may need to introduce a different collection model in blocks of flats.
- Members asked whether it was possible to provide greater details on the app, potentially providing GPS data on the location of collection vehicles, similar to some well-known food delivery services. Officers advised that the control room uses this technology to track vehicles. It was an aspiration to provide that technology to residents also.

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 : WORK PROGRAMME

Members were asked to consider potential items of interest for inclusion in the Committee's work programme. The report included a list of potential work programme items at Appendix B.

The Committee discussed the merits of scrutiny into a number of topics, including a new HWRC in the north of Cardiff, the provision and quality of disabled parking and a task and finish enquiry to look at best practice when drafting a replacement LDP.

RESOLVED - Officers to update the suggested work programme to reflect the priorities discussed during the debate and to circulate the revised version to all Members via email.

8 : URGENT ITEMS (IF ANY)

No urgent items were presented.

9 : DATE OF NEXT MEETING - TO BE CONFIRMED

Members were advised that the next Environment Scrutiny Committee would be agreed by Council.

The meeting terminated at 8.45 pm