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AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	THURSDAY, 16 MARCH 2023, 4.30 PM
Venue	CR 4, COUNTY HALL - MULTI LOCATION MEETING
Membership	Councillor Owen Jones (Chair) Councillors Derbyshire, Gibson, Green, Lancaster, Lewis, Lloyd Jones, Jackie Parry 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 Recycling Strategy for Cardiff (Pages 5 - 20)** 4.35 pm
To receive an update following adoption of the Strategy.
- 4 Cardiff Crossrail (Pages 21 - 64)** 5.35 pm
To receive an update following announcement of Levelling up funding and Welsh Government Matched Grant
- 5 Committee Business (Pages 65 - 70)** 6.35 pm
To agree Committee pages for the Scrutiny Annual Report 2022/23
- 6 Urgent Items (if any)**

7 Way Forward

6.45 pm

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

8 Date of next meeting

Thursday 20 April 2023 at 4:30 pm

Davina Fiore

Director Governance & Legal Services

Date: Friday, 10 March 2023

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

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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

16 MARCH 2023

**RECYCLING STRATEGY FOR CARDIFF AND THE PROGRAMME FOR
CHANGE: MONITORING/UPDATE**

Purpose of the Report

1. To provide Members with an update in relation to the roll-out of the Recycling Strategy for Cardiff 2021-25 and the next steps needed to progress towards reaching the Welsh Government recycling target of 70% by 2025, and to hear from Councillors whose constituents are currently separating their recycling.

Structure of the Papers

2. Attached to this report is:
 - **Appendix 1** - Presentation - 'Delivering Segregated Recycling and the Cleansing and Enforcement Restructure'
3. Oral statements will also be made by Councillors in attendance, in person and remotely, at the meeting.

Scope of Scrutiny

3. During this scrutiny, Members have the opportunity to explore:
 - i. Services for residents
 - ii. Pilot area outcomes
 - iii. Timeline for changes
 - iv. Changes to Trade Waste
 - v. Benefits
 - vi. Challenges
 - vii. Future Steps

Background

4. Welsh Government is committed to supporting local authorities to improve recycling performance as it committed to becoming a zero-waste nation.

5. As a result Cardiff's recycling has improved, however, it still lags behind other Welsh authorities.
6. The legislative requirements for recycling performance as set by Welsh Government was for the council to achieve 64% by 2021/22 followed by 70% by 2024/25. Cardiff did not meet this target, however recent performance has suggested that we are moving closer towards this, **slide 3**.
7. The current service provision for residents is detailed in **slide 4**.
8. **Slide 5** provides information and some outcomes from the segregated recycling pilot areas.
9. The proposed timeline for introducing changes excluding flats and Houses of Multiple Occupation (HMOs) are outlined in **slide 7**.
10. **Slide 8** highlights changes to the trade waste, i.e the need to separate recycling, following the introduction of new legislation in October 2023.
11. The proposed restructure of Cleansing and Enforcement to meet the needs of the strategy is noted in **slide 9**.
12. **Slide 10** mentions the Benefits to the changes.
13. The next steps are noted in **slide 11**.

Previous Scrutiny

14. In September 2022 the Committee commented on the final Strategy and made a number of recommendations, below, all of which were accepted:
 - i. The impact of the segregated recycling pilot in terms of reduced contamination and increased recycling rates are included in future communications
 - ii. Communications around the implementation of the strategy use language associated with the 'circular economy' to embed this in the public consciousness.
 - iii. Local councillors are included in any communications about the roll out of separated recycling in their area.
 - iv. Provisions are made to support and enable partially sighted/blind residents to recycle, e.g. braille tags to differentiate the containers.

- v. The Committee are kept informed of decisions in relation to preferred containers as the roll out progresses and different solutions are trialled, and in particular solutions for properties without frontages, flats and HMOs

Way Forward

31. Cllr Caro Wild, Cabinet Member for Climate Change and Matt Wakelam, Assistant Director of Street Scene have been invited to make a statement and answer Member's questions. They have been asked to make a brief presentation followed by Member's questions.

Legal Implications

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Financial Implications

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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;
- ii) Determine whether they would like to make any comments, observations or recommendations on this matter; and
- iii) Decide the way forward for any future scrutiny of the issues discussed.

DAVINA FIORE

Director of Governance & Legal Services

10th March 2023



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Delivering Segregated Recycling and the Cleansing & Enforcement Restructure

Environmental Scrutiny
16th March 2023



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Background



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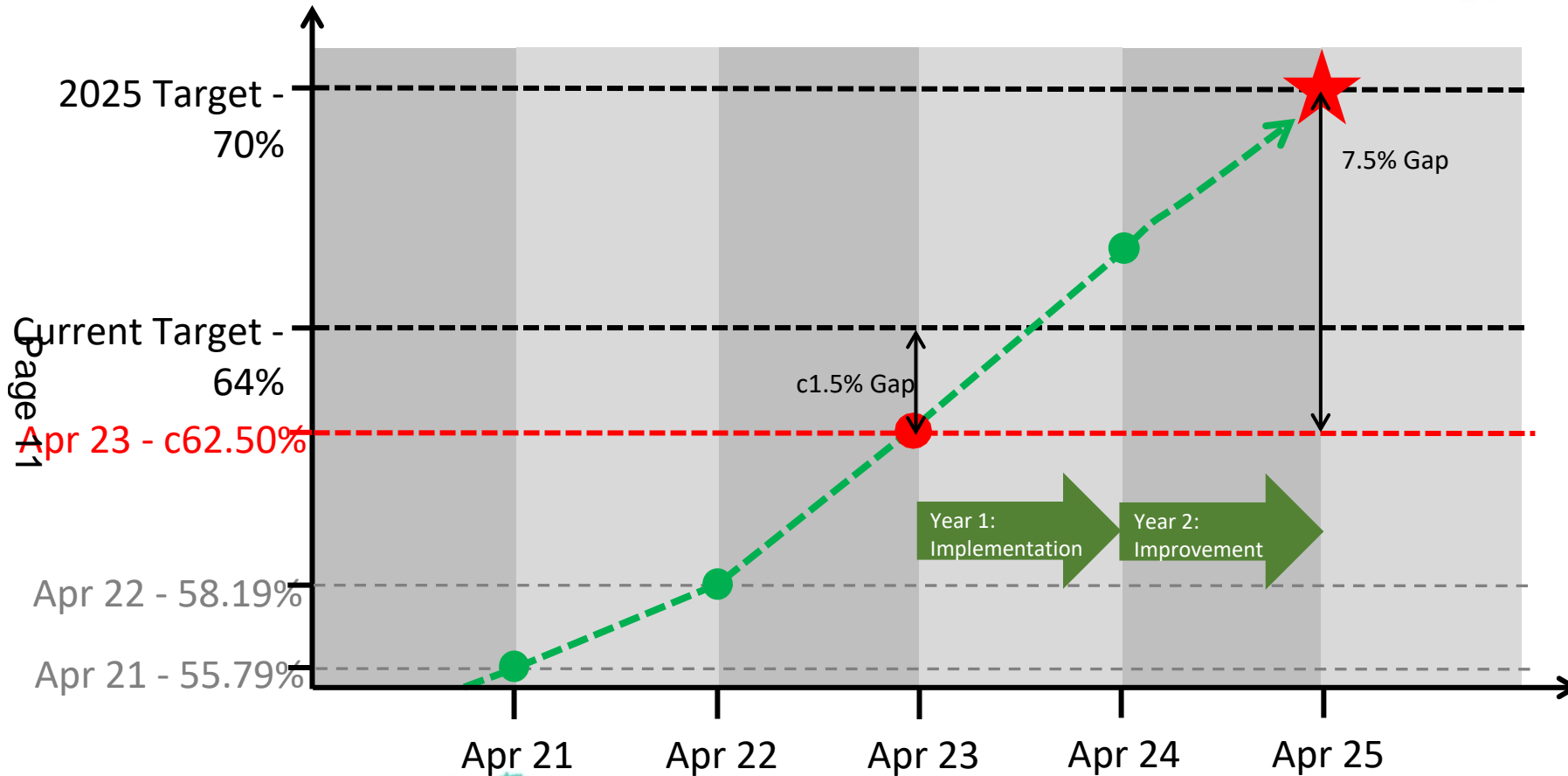
- National recycling target for 2024/25 is 70%
- Kerbside recycling collections from residents is 2/3 of all the waste we collect - 1/3 is from commercial, recycling centres & cleansing
- Cardiff recycling performance for 2020/21 is less than 60% target at 58.19%
- Sampling shows 50% dry recycling and food still in residual waste / black bags
- Contamination in comingled recycling is high and causes a loss of up to 30% of recycling material collected
- Segregated recycling or ' Sack Sort' reduces this loss to around 6%
- Trade or business recycling is lower than residential recycling



Current Performance



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- **STRAND 1:** Resident Segregated Recycling (1.6%)
- **STRAND 2:** Trade Segregated Recycling (4%)
- **STRAND 3:** Expansion of Services (1%)
- **STRAND 4:** Restriction of residual waste (2%)

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Services for residents



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Recycling Services	Dry Recycling	Food	Garden	Residual	Absorbent Hygiene Products	Bulky collections	Pod Back (from April 2023)
Items collected	Bottle & Jars Containers Card & Paper	Food	Grass & leaves	Non-recyclable	Nappies and other AHP	Furniture	Coffee pod collections (plastic and metal)
Frequency collected	Weekly	Weekly	Fortnight (stopped over winter)	2 weekly/ 2 bags fortnight (to be reviewed)	On demand	On demand	On demand
Collection method	Split back Refuse Collection Vehicle Toploader - glass Kerbside Sort (farm run)	Toploader	Refuse Collection Vehicle	Refuse Collection Vehicle	Sealed hygiene vehicle	Transit box van	Transit box van
Disposal point	Material Handling Facility	Anaerobic Digestion plant	Windrow Lamby Way	Viridor Energy from Waste	Waste Transfer Station – Lamby Way	Waste Transfer Station – Lamby Way	Waste Transfer Station – Lamby Way
Bag / Caddy / Bin							

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Segregated Recycling Pilot areas - outcomes



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- 9,000 Properties now on segregated recycling, including inner City wards
- Recycling quality of segregated recycling continues to be between 6-7% contamination compared to 30% for comingled recycling
- Good acceptance of the changes with high participation in the initial weeks of change
- Social media and resident feedback shows an understanding as to why the changes are taking place and the impact on the environment
- **Informed the change to use of split body RCV for containers (plastics and cans) and fibres (paper and card) and not kerbside sort vehicles**
- **Informed the need for a wider range of bag and container sizes**

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Segregated Recycling 'Sack Sort Service'



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- Split body RCV for containers (plastics and cans) and fibres (paper and card) – Weekly Collection
- Dedicated vehicle for glass bottles and jars – Fortnight Collection
- Dedicated team to manage delivery of information and receptacles
- Dedicated team to monitor transition and provide support

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Timeline for changes



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- Programme for change for standard households (no flats or areas of high density HMO's)
 - Phase 1: Oct/Nov 2023 - 31,000 households
 - Phase 2: Jan/Feb 2024 - 45,000 households
 - Phase 3: Mar/April 2024 - 45,000 households
- Changes implemented to support having full year effect in 2024/25



Changes to trade



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From October 2023 new legislation will be introduced meaning businesses need to separate their recycling into different containers

This includes **the Council, Schools, 3rd sector and Charities**

Enforcement is by NRW – potential of £300 fine for not segregating recycling

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Cleansing and Enforcement restructure



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The aim of the restructure is to have a cohesive service meeting the needs of our residents by:

- Amending working hours to meet demands – more resource in afternoons and evenings
- Aligning and integration of frontline enforcement into cleansing – searching for evidence
- Increase office based support roles to manage enforcement and concerns
- 7 day week cover for fly-tipping



Benefits of changes



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1. Moves Cardiff towards meeting its statutory recycling targets (70% by 2024/25) and delivers on policy commitments
2. Promotes correct presentation of recycling within re-useable bags less food = improved Street Scene
3. Removes single use plastic from our operations – currently 23.7million comingled recycling bags used per year
4. Improved quality of recycling gives higher value to materials – invested back into system
5. Drives improvements in relation to use of resources – vital for climate behaviour change

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Future Steps



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1. Review of restriction of residual waste – benchmarking against other Councils and review of recycling performance
2. Additional engagement with volunteer groups and workforce on changes
3. Bring forward new cleansing strategy (additional resources into prevention)
4. Work to deliver a segregated recycling pilot for HMO's and flats
5. Work continues on programme strands of Recycling Strategy 2023-25 – Annual Report to show improvements

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Questions?



**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

16 MARCH 2023

CARDIFF CROSSRAIL - BRIEFING

Purpose of the Report

1. To provide Members with an update following the announcement of the successful Levelling up bid and the update provided to Cabinet on 2nd March 2023

Structure of the Papers

2. Attached to this report is:
 - **Appendix A** - Cabinet Report (02/03/23) paragraphs 16 - 26 and 60 - 62
 - **Appendix B** - Presentation - 'Cardiff Crossrail briefing'

Scope of Scrutiny

3. During this scrutiny, Members have the opportunity to explore the phased approach to the delivery of Cardiff Crossrail :

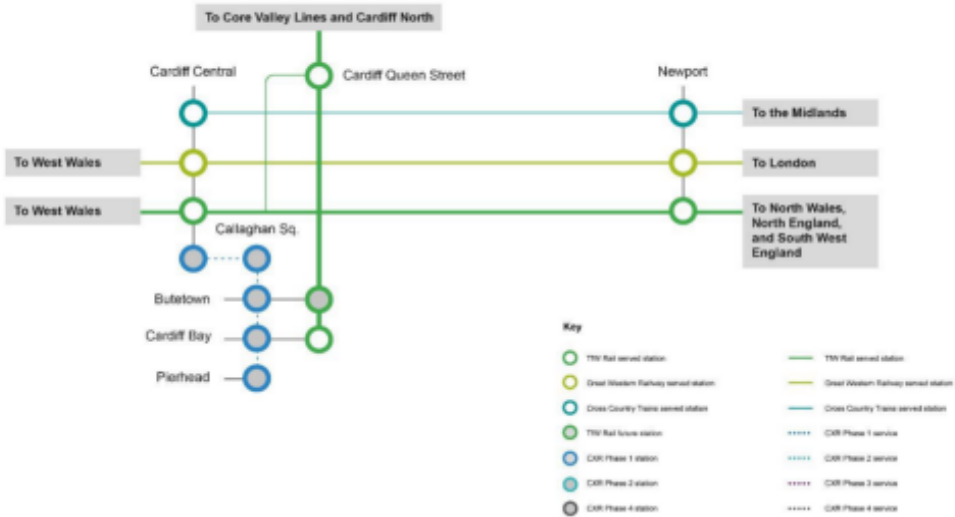
Background

4. Confirmation of the successful £50m Cardiff Crossrail Phase 1 bid was published by the UK government published in January.
5. Welsh Government have matched funded the bid, therefore £100m is available to deliver Phase 1 of the development.
6. **Point 17** acknowledges the key role of Transport for Wales as a strategic partner in developing the funding bid and the outline business case that formed part of the funding submission.
7. It is noted in **point 18**, that the project will deliver the following:
 - A regular tram service from Cardiff Central to a new platform at Cardiff Bay train station.
 - Two new platforms at Cardiff Central Train Station
 - Public realm improvements around the existing and new train platforms

- A new road layout which allows safe transition for the public to use between road, rail, cycling and walking.

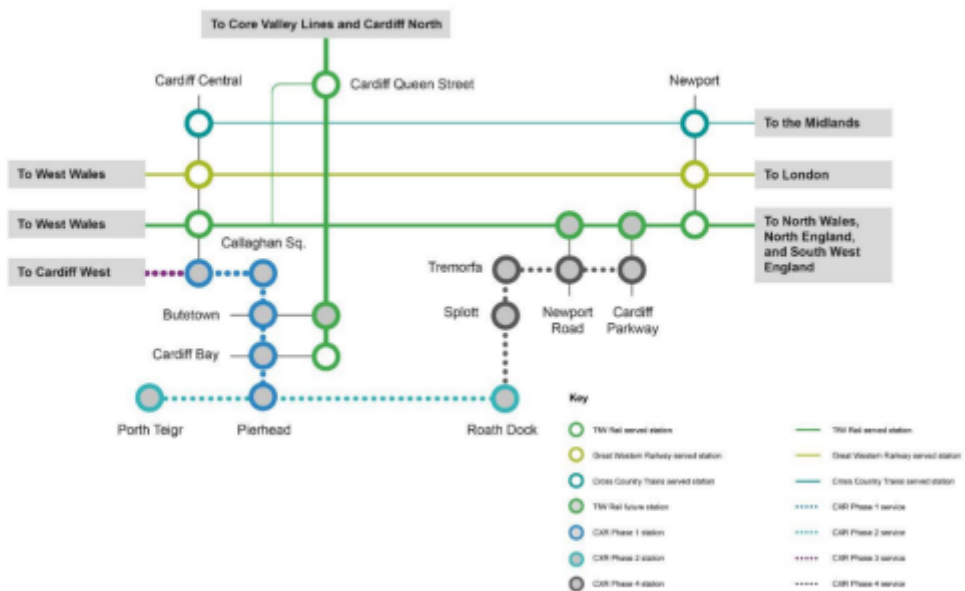
8. The availability of sufficient funding to extend the proposal to Pierhead Street is highlighted in Point 19 which includes the following figure:

Figure 1: Cardiff Crossrail (CXR) Phase 1



9. Primarily, this will be the first phase of Crossrail enabling the east and west of the city to be linked, as shown in the figure below:

Figure 2: Cardiff Crossrail (CXR) Central to Cardiff Parkway



10. **Points 22 - 25** highlight a number of other wider developments that Crossrail will complement and the benefits to a large population that have needed to be reliant on car use.

11. The need for a full business case, detailed costs and specification is noted in **point 26**

Way Forward

31. Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning, and Andrew Gregory, Director for Planning Transport & Environment have been invited to make a statement and answer Member's questions. They have been asked to make a brief presentation followed by Member's questions.

Legal Implications

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Financial Implications

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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;
- ii) Determine whether they would like to make any comments, observations or recommendations on this matter; and
- iii) Decide the way forward for any future scrutiny of the issues discussed.

DAVINA FIORE

Director of Governance & Legal Services

10th March 2023

**LEVELLING UP FUND AND SHARED PROSPERITY FUND
UPDATE**

LEADER OF THE COUNCIL

AGENDA ITEM: 5

Reason for this Report

1. To update Cabinet on progress regarding the Levelling Up Fund and Shared Prosperity Fund.

Background

Levelling Up Fund

2. The Levelling Up Fund and Community Renewal Fund Applications Cabinet Report of 17th June 2021 outlined the Council's initial proposed projects for submission to the UK Government's Levelling Up Fund, as well as its assessment process for the Community Renewal Fund.
3. The report outlined the criteria for the first round of the Levelling Up Fund, with the deadline of 18th June 2021 for submission, and subsequently included both proposed projects for submission for Round One, as well as projects that sought development in anticipation of future rounds. The criteria allowed for a submission of one bid of up to £20m per Parliamentary Constituency, plus an additional bid of up to £50m relating to major transport investment.
4. It was agreed that a funding bid for support for the redevelopment of Cardiff Market would be submitted for Round One. The proposal sought to invest in Cardiff Market as part of a conservation exercise, as well as to elevate its status as a tourist destination and main hub for the city for shopping, food and drink. Investment in the Market will therefore be undertaken from both a perspective of preserving heritage, as well as investing in the tourist infrastructure of the city.
5. In addition, the report identified projects that would be further developed for subsequent rounds, these comprised:
 - The 'Highline' connection between the city centre and Cardiff Bay (Transport led scheme);
 - The restoration of Cardiff Market (Cardiff Central);
 - Delivering a new 'Youth Zone' for Ely (Cardiff West);

- The Taff River Corridor project – opening up Cardiff’s waterfront (Cardiff South and Penarth);
 - A new nature-focussed visitor attraction at Forest Farm (Cardiff North).
6. The Cardiff Market levelling Up Fund bid was submitted in June 2021 but was unfortunately unsuccessful. Feedback from the bid, and analysis of successful bids, suggested that for the bids of up to £20m ‘shovel ready’ schemes were more likely to see successful outcomes.
 7. Following the unsuccessful bid further work was undertaken to progress bids in anticipation of a second round of the Levelling Up Fund. This included the development of a business case for a proposed Youth Zone in Ely and the connection between the city centre and Cardiff Bay.
 8. A subsequent Cabinet Report in March 2022 noted the anticipation of the opening of the next round of Levelling Up Fund later in 2022, and mindful of the need for ‘shovel ready’ schemes recommended that, as progress had been made in the business case and planning application for the Arena and the wider Atlantic Wharf development, that this scheme was considered for round two.
 9. Applications were sought by 2nd August 2022. Given the timescales it was proposed that two projects would be submitted, the investment in the Atlantic Wharf development and the connection between the city centre and Cardiff Bay.
 10. In January 2023 the outcome of the second round of the Levelling Up Fund was announced by the UK Government, where the connection between the ‘Cross Rail Phase 1’ city centre and Cardiff Bay link was confirmed as a successful bid. The UK Government subsequently noted that only one bid, the highest scoring, per local authority would be supported, and as the highest scoring bid the Cross Rail Phase 1 scheme was supported in Cardiff.

Shared Prosperity Fund

11. The Cabinet report of 17th November 2022 outlined the Council’s initial response in preparing for any announcement relating to the Shared Prosperity Fund. The report outlined governance arrangements for the oversight of the programme in Cardiff, the regional arrangements that had been established to manage the fund, an initial programme of activity as well as a wider programme to cover the period of the Shared Prosperity Fund.
12. The report outlined that Cabinet has the responsibility for the approval of a Shared Prosperity Fund Programme. The Programme, which will be updated annually, will outline the broad themes of activity, and is led by the Council’s Stronger, Fairer, Greener Strategy. The Programme also reflects partnership priorities where these are relevant to the Shared Prosperity Fund. The Programme outlines areas of interventions with indicative allocations of funding in these areas, as well as proposed means of implementation.

13. The Programme will be reviewed by the Public Services Board, as well as the business representative groups FOR Cardiff, FSB and Cwmpas. Collectively these groups may make recommendations for potential changes to the programme, as well as ensure that there is alignment with partnership activity in the delivery of the Shared Prosperity Fund Programme. Ultimate decision making for the Programme however sits with the Cabinet.
14. The Cabinet will also be responsible for the approval of a biannual monitoring report, which will shape and influence any future changes to the Shared Prosperity Fund Programme. This report will also be reviewed by the Public Service Board and business representative groups. The Programme will be reviewed on an annual basis, with a revised Programme to be approved by the Cabinet. The report also noted that a Shared Prosperity Fund Delivery Team established within Cardiff Council, will be tasked with working with service areas in the Council to deliver the Shared Prosperity Fund Programme.
15. The report also approved an initial spend profile against a number of key projects. As outlined in the report, a pragmatic approach was undertaken that ensured that, in anticipation of confirmation of the funding, spend could begin relatively quickly, given that the Shared Prosperity Fund works on an annual budgeting basis. In particular, this approach sought to allocate funding to Council departments to work with partners to deliver the key outputs and outcomes of the Shared Prosperity Fund. The approach also enabled key projects and programmes where other external funding was coming to a close to continue. This impacted, in particular, the Into Work services team, and as such the Shared Prosperity Fund has enabled the continuation of some vital services for communities in the city.

Issues

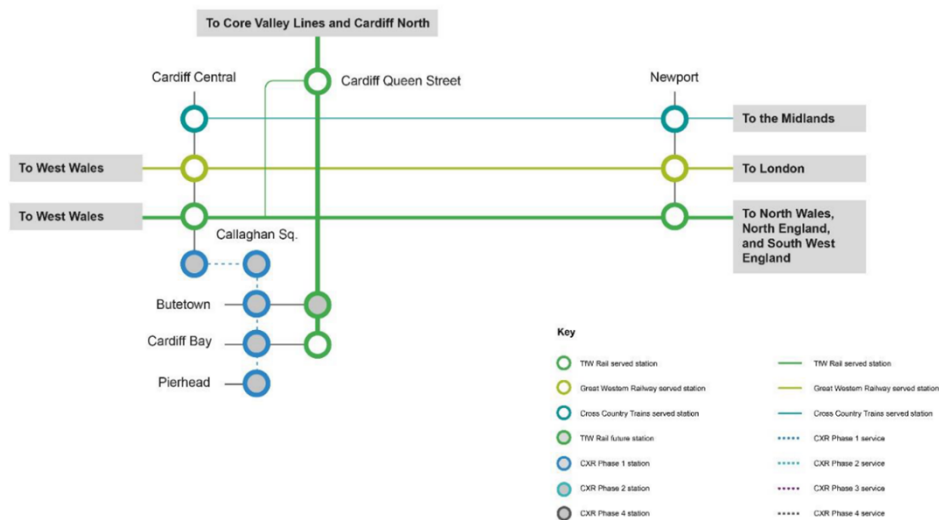
Levelling Up Fund – Crossrail Phase 1

16. On the 18th of January the UK Government published the list of successful bids for the second round of the Levelling Up Fund, which included the £50m Cardiff Crossrail Phase 1 bid. This was one of only two £50m bids awarded in the second round of the bid and represented the largest allocation for a transport bid in the UK.
17. The project was also match funded by £50m of Welsh Government funding, meaning that a total of £100m has been brought together to fund the implementation of Crossrail Phase 1. Transport for Wales were also a key partner in the development of the funding bid and were instrumental in formulating the Outline Business Case that was submitted to the UK Government as part of the bid.
18. The project proposed to link Cardiff Central with Cardiff Bay, via new platforms at Cardiff Central and a new road level link across Callaghan Square. Overall, the project will deliver:

- A regular tram service from Cardiff Central to a new platform at Cardiff Bay train station.
- Two new platforms at Cardiff Central Train Station.
- Public realm improvements around the existing and new train platforms.
- A new highway layout which allows safe transition for the public to use between road, rail, cycling and walking.

19. The first phase of the development will also extend to Pierhead Street and include the development of a new Transport Hub, linking in with the Atlantic Wharf masterplan. Whilst the Levelling Up Fund bid was primarily aimed at delivering the link between Cardiff Central and Cardiff Bay, it did also allow for funding to be allocated for the extension to Pierhead Street should there be sufficient headroom in the overall funding package. This element is highlighted in Figure 1 below.

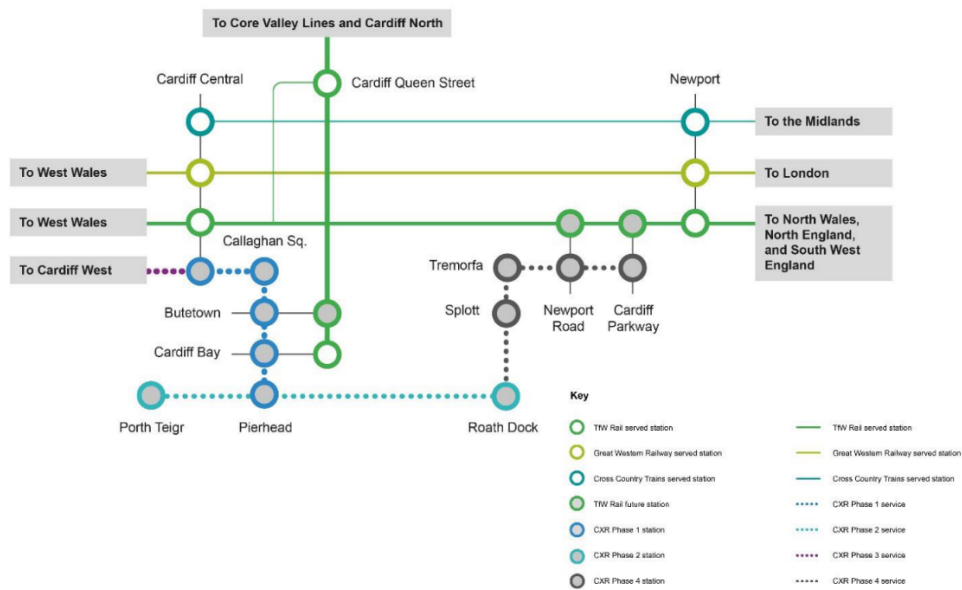
Figure 1: Cardiff Crossrail (CXR) Phase 1



20. The scheme will provide a direct connection between Cardiff Central and Cardiff Bay, meaning that arrivals at Cardiff Central will now be able to travel directly to Cardiff Bay. This will deliver overall improvements in connectivity to one of the most deprived areas of Wales and its communities, supporting both job development in those areas, as well as improving access to the wider rail infrastructure for Butetown residents. The connection will also support the Atlantic Wharf development, in particular transit to and from the new arena.

21. Most fundamentally, the scheme is also intended as the first phase of Crossrail, unlocking the connection between the east and west of the city. Put simply, it is the essential element of the Crossrail scheme that will ultimately connect the west of Cardiff with the proposed new parkway station in St. Mellons.

Figure 2: Cardiff Crossrail (CXR) Central to Cardiff Parkway



22. Crossrail Phase 1 will also compliment a number of additional key schemes including Metro Central, where funding has been secured to deliver enhancements that will:
- Accommodate current and forecast passenger demand;
 - Enhance user experience, both within the station and on the immediate entrances and exits to integrate with the surrounding land uses; and
 - Safely and efficiently accommodate additional train services, including those both committed, e.g. as part of the CVL transformation and other projects, plus the more aspirational changes being investigated as part of the South Wales Mainline (SWML) enhancements programme.
23. The requirement for integration with the Crossrail phase one project to the south of the station has been incorporated within the design process. The proposed enhancements at Cardiff Central represent a significant opportunity to maximise the benefits of Crossrail phase one.
24. As noted above Crossrail scheme also aims to ultimately link with the proposed Cardiff Parkway development. Cardiff Parkway is a proposed new station to the east of the city on the SWML, approximately equidistant between Cardiff and Newport. It offers the potential for additional direct rail connections across the Cardiff Capital Region, and to other locations further afield such as Bristol, London, the Midlands, and North West England. It would serve existing communities and businesses in the St Mellons area, support future development, and provide a Park & Ride facility. Cardiff Parkway is also the proposed terminus for the eastern side of the Cardiff Crossrail project.
25. Crossrail Phase 1 also aims to address the historic underinvestment in transport infrastructure in the east of the city. Further work is already

underway with Transport for Wales to develop the full Crossrail concept that will include a number of stations in the east of the city. This will provide rail access to a population of circa 80,000 in an area currently reliant on car use. This will not only create a range of new opportunities for communities in the east, but it will also raise the potential for further investment in business, whilst also making a significant contribution to Wales net-zero ambitions by moving people onto sustainable transport.

26. The Crossrail Phase One project now requires the completion of a Full Business Case. This will require a more detailed specification of the scheme and its overall costing. The funding for the development of this business case will be drawn from the £50m allocated from the Levelling Up Fund bid. A project team comprising Cardiff Council and Transport for Wales will lead this element of work.

Levelling Up Fund – Round 3

27. In January, the UK Government announced that they will be bringing forward a third round of funding for the Levelling Up Fund. In anticipation, work continues on establishing a business case for the Ely Youth Zone project. Council officers are currently working with the charity OnSide to develop the business case, as well as seeking to secure a potential site for a facility in anticipation of any bid being submitted.
28. In addition, work has also progressed on the development of proposals for the Taff River Corridor, namely a new active travel link across the River Taff connecting Butetown to Grangetown. The proposed new footbridge will provide a link for pedestrians and cyclists between the Channel View estate, the Marl and the area around Jim Driscoll Way on the west bank of the river to Hamadryad Park on the east bank.
29. The bridge would provide an important connection for communities on both sides of the river, linking to schools, parks, leisure facilities and open spaces as well as the wider network of routes for walking and cycling, linking to the Cardiff Bay Trail, Ely Trail and Taff Trail. A consultation exercise was undertaken across November and December 2022 to inform the development of a business case which may include the potential for Levelling Up Funding. Note that whilst this will be explored as a potential funding source other avenues will also be considered and may be deemed more appropriate for the development.
30. Given progress has been made in taking forward the proposals for Ely Youth Zone and Taff River Corridor projects these will be the main focus of potential bids for Round 3 of the Levelling Up Fund, albeit subject to clarification of the fund criteria.
31. Plans for a new nature-focussed visitor attraction at Forest Farm, as considered in the June 2021 Cabinet report will also be developed, but as the proposition is still in the very early stages of development it is not considered appropriate for a Round 3 submission.
32. In developing propositions for submission to Round 3 of the Levelling Up Fund, we will also be seeking assurances from the UK Government

regarding the process in order to deliver value for money in the use of Council resources in developing and progressing any bids.

Shared Prosperity Fund

33. The UK Government confirmed the regional allocation of the Shared Prosperity Fund in December 2022, and subsequently the Lead Authority has been working with the UK Government to conclude funding arrangements and requirements. In addition, work continues to complete some of the necessary governance arrangements including establishing a Service Level Agreement between Rhondda Cynon Taf, who act as the Lead Authority, and Cardiff Council.
34. The 'year one' profile agreed in anticipation of funding has meant that some projects have been able to continue or progress as a result. As noted in the November Cabinet report, a pragmatic approach led by either direct delivery or procurement has been undertaken in order to ensure that the Cardiff allocation can be used within the annual budget framework established for the Shared Prosperity Fund.
35. Agreements are also being established to enable the Cardiff Third Sector Council to provide additional support for Cardiff Council in delivering the Shared Prosperity Fund.
36. Following the November Cabinet report, work has been undertaken to progress the development of the year one profile. Subsequently a detailed project overview has been developed and is provided below. The projects will be delivered through a mixture of direct delivery, procurement, commissioning, and grants. Initial spend will focus on direct delivery and procurement as a result of compressed timescales and annual budgeting, but as the programme develops it will also become more reliant on externally commissioned activity. Work will continue to scope this approach and to work with third sector organisations to highlight potential opportunities. In addition, a number of grant schemes will also be established.

SPF Project overview

37. **Community Facilities & Neighbourhood Regeneration:** Funding will support Neighbourhood Renewal Schemes which is a member led, city-wide programme delivering a range of improvements in local communities. This will be part of an enhanced programme of community and district centre regeneration which will include offering community buildings grants to community groups incorporating both revenue and capital support.
38. **Community Safety:** This project will support and coordinate a multi-agency/partnership approach to tackling complex local issues such as crime and anti-social behaviour. The team will monitor data and intelligence to build up knowledge of the interventions which work while also providing community engagement. This project will be co-ordinated by partners across the city, including the Police.

39. **Child Friendly City, Cardiff Commitment, & Youth Services:** Projects include the expansion of the Cardiff Commitment programme that links business and industry leaders with schools. It will also include the Passport to the City project to open up community assets to children, young people, and families. Funding will also be allocated to the youth service to provide support for the most vulnerable young people educated in Cardiff.
40. **Community Capacity & Activity:** A range of services to facilitate the development of community activity and to support the development of community networks. This will include specific projects including:
- walking sports;
 - co-production training;
 - age friendly support for local shopping and community areas;
 - improving digital connectivity provision in Hubs;
 - hub accessibility improvements;
 - cultural performance inclusion programme;
 - wellbeing support to improve service accessibility and enhancing volunteering offer;
 - and finally, community inclusion officers.
41. **Community Volunteering:** This will seek to raise engagement and activity in communities through supporting an enhanced volunteering programme. Specific opportunities will be provided for:
- people with a learning disability;
 - those with physical impairments;
 - adults with autism/dementia to participate and cycle in an inclusive and accessible environment;
 - adult learning, volunteering, training and employment activities.
42. The project will also provide opportunities for individuals or groups of elderly people, who are often unable to use public transport, to get out and about through the provision of a transport service.
43. **Third Sector Engagement:** A specific contribution towards C3SC so that community engagement can inform future elements of SPF spend. C3SC would provide support for 3rd sector organisations to access opportunities within the SPF programme where applicable.
44. **Community Engagement:** This funding will support communication and community engagement on major projects within Cardiff, with a dedicated budget allocated to support consultation and engagement work. This will include a specific role to invest in community engagement relating to the regeneration of Atlantic Wharf.
45. **Community Events:** This will provide support for community events across the city through the appointment of an officer. There will also be an allocation of revenue funding to help deliver, where appropriate, local events in our city's communities.

46. **Cardiff Music Strategy:** This will provide funding to support the appointment of a Music Officer to support the delivery of the city's Music City aspirations as well as provide additional support to the Cardiff Music Board. Additional funding will also be made available to deliver Cardiff Music Strategy projects.
47. **Grassroots Venues Grants:** Funding to support grassroots venues. This will include grant funding to support venues to become more sustainable, and to build financial resilience.
48. **Love Where You Live:** The project aims to introduce new community infrastructure to encourage waste prevention, re-use, and recycling via installation of reverse vending machines and water filling stations within the city. The campaign also seeks to improve the city centre by undertaking a feasibility study to consider options for better containment of trade waste. The scheme will support the One Planet Cardiff Strategy.
49. **Visit Cardiff and Business Events Partnership:** Partnership to promote the development of business events in the city and the leisure, hospitality, and retail offer across the city while encouraging membership of the Visit Cardiff Network. The funding will be used to promote both city centre businesses as well as neighbourhood areas that offer a variety of leisure and tourism related businesses in line with the City Recovery Strategy.
50. **Business Capital & Revenue Grants:** The project will be formed of both direct development and delivery of economic development projects as well as a business grant scheme. Grant funding will be open to SMEs and will be based on both delivering Shared Prosperity Fund criteria, as well as supporting the objectives of Stronger, Fairer, Greener strategy. This includes supporting the development of sustainable employment opportunities, enabling investment in more productive processes, and elements of energy efficiency.
51. **City Centre Management:** This will add additional resource to the city centre team as outlined in the City Centre Recovery Strategy by providing a city centre manager, city centre warden manager and three additional wardens. This will be complemented by additional Council funding as well as seeking to attract more commercial income to expand the operation and provide a sustainable future model for delivery.
52. **City Centre Infrastructure:** This project will deliver elements of the City Centre Recovery Strategy, including upgrading and enhancement of areas of public realm within city centre, improved cycle parking provision, street greening, decluttering, and upgrading of street furniture. It will also produce a wayfinding strategy for the city centre and to replace the existing fingerposts and tourist information panels with new static and digital infrastructure, improving bilingual signage.
53. **Into Work Services:** This will provide an employment and skills package for people in Cardiff, supporting people to secure and progress in employment through mentoring, access to training, and removal of barriers to entering the labour market. This funding is specifically

required to replace activities previously funded via ESF. A large proportion of spend is on direct staffing costs with a smaller element for the Barriers Fund to remove barriers for participants to access employment.

54. **Money Advice & Adult Numeracy:** Utilising the Multiply element of SPF which is targeted specifically at improving numeracy skills for those aged nineteen and above, these projects will assist in funding the Money Advice Team to provide financial support and signposting to training, with additional funding to create an adult learning provision.

Delivery

55. As outlined in the Shared Prosperity Fund prospectus, Councils are able to deliver projects through a range of direct provision, procurement, commissioning or grants. All of these routes will be used in delivering the Shared Prosperity Fund in Cardiff. A number of grant schemes will be established in forthcoming months, whilst there will also be a number of commissioning and procurement exercises undertaken across the portfolio of projects.
56. Given the need for annual budgeting the initial spend will focus on areas where the Council is able to undertake activity quickly and efficiently. This, however, will also be undertaken on a partnership basis, seeking support and input from key public and third sector partners in delivering a city-wide programme.

Regional Activity

57. In addition to local activity there will be an element of regional activity relating to place promotion and cluster development. Work regarding the place promotion element is currently being funded by the Cardiff Capital Region City Deal, whilst the cluster development work, which will focus on skills, will be progressed in 2023/24.
58. In addition, a small amount of funding has also been allocated to support a regional engagement function for the People and Skills priority. The regional role would be limited to coordination of a regional steering group, relationship management with Further Education, interaction with the Regional Skills Partnership and Welsh Government and support for any regional commissioning framework for skills provision.

Reason for Recommendations

59. To update Cabinet on Levelling Up Fund and Shared Prosperity Fund proposals.

Financial Implications

60. This report provides an update on the latest position with regard to the Levelling Up Fund and the Shared Prosperity Fund.

61. The Cardiff Council submission to Round 1 of the Levelling Fund was not successful but a Round 2 bid in relation to the £50 million Cardiff Crossrail Phase 1 was awarded. This project is proposed to link Cardiff Central with Cardiff Bay and is match funded by £50 million Welsh Government Funding.
62. The project now requires the completion of a Full Business Case to set out a more detailed specification and full costing for the scheme. Costs for preparation and development of the business case will be met from within the Levelling Up Fund allocation. It is proposed that the full business case will be brought back to a future meeting of Cabinet to consider.
63. The Council is currently also reviewing proposals which may form bids to Round 3 of the Levelling Up Fund including the Ely Youth Zone project.
64. The Shared Prosperity Fund regional allocations were announced in December 2022 and a detailed project overview has been developed along with a year one profile. It is proposed that related projects will consist of a mix of direct delivery, procurement, commissioning and grants payable.
65. The proposed investment plans will result in grant income to the Council to support specific projects. Any expenditure will need to be in accordance with the terms and conditions of the grant which will include ongoing monitoring of outcomes, clear expenditure deadlines and specific grant allocations to be spent by the end of each financial year.
66. Resources and controls will need to be in place to support the grant reporting and administration processes. The Shared Prosperity Fund grant allows a proportion of the award to be used towards such administration costs.
67. Projects prioritised in line with the criteria set out in the report should be after a robust options appraisal and selection process, which considers factors such as deliverability of the project outcomes, whether those projects are undertaken by the Council or by external bodies to be supported by grant. Council capacity and skills in place to deliver such projects will need to be considered as part of the submission along with consideration of timing of key tasks such as recruitment, planning, consultation and also procurement processes to ensure value for money.
68. Any projects should identify and confirm any match funding requirements at an early stage and also be clear as to whether they are supported by the grant revenue or capital streams as well as wider considerations such as ongoing operating and maintenance costs, VAT implications on expenditure proposals any recurring costs that may continue to be incurred after any grant may no longer be available.
69. No funding is available to continue projects beyond the timescale of this grant, so each will need to have a clear exit strategy to avoid unbudgeted cost pressures at the end of the scheme adversely impacting on the budget gap identified in the Medium-Term Financial Plan.

Legal Implications

70. Section 2 of the Local Government Act 2000 provides power to local authorities to do anything that is likely to promote the economic, social or environmental well-being of its area. Statutory Guidance indicates that such power may be used in a wide range of purposes, which may include but are not limited to, sustainable development, improving and conserving the quality of the local environment, promoting economic development, and providing assistance to communities, promoting local culture, heritage and biodiversity.
71. Legal Services understand from the body of the report that the Levelling Up Fund and the Shared Prosperity Fund will provide grant funding to the Council to support specific projects. Accordingly, any expenditure will need to be in accordance with the terms and conditions of the grant and must be in compliance with Subsidy Law (formerly called State Aid).
72. Further legal advice, including advice in relation to specific project matters, will be provided as proposals are progressed. To the extent that any proposed scheme and initiative involves the procurement of works, goods or services then the Council must comply with its Contract Standing Orders and Procurement Rules and procurement legislation.
73. In addition, to the extent that any of the proposed schemes and initiatives are dependent on the making of any orders or the obtaining of any consents or the like then it will be necessary to follow the appropriate statutory processes. By way of example only if a scheme is dependent on the making of a traffic regulation order (TRO) then the outcome cannot be guaranteed as individuals have the right to object. Due and proper consideration would need to be given to any such objections in determining how to proceed.

Consultation and Engagement

74. The report refers to a public consultation/engagement exercise being undertaken in relation to proposed projects under Round 3 of the Levelling Up Fund. It should be noted that any consultation and engagement must (a) be carried out when the proposal is at a formative stage (b) consultees must be given sufficient information to understand the project and to respond (c) consultees must be given sufficient time to respond and (d) responses must be conscientiously taken into account when finalising the relevant decision as a consultation exercise gives rise to the legitimate expectation that due regard will be given to the outcome of the consultation in determining the way forward.

Equality Duty.

75. In considering this matter, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). This means the Council must give due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The protected characteristics are: age, gender

reassignment, sex, race – including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief – including lack of belief.

76. An Equalities Impact Assessment should be considered in relation to specific projects to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.
77. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers ([WG42004 A More Equal Wales The Socio-economic Duty Equality Act 2010 \(gov.wales\)](#)) and must be able to demonstrate how it has discharged its duty.

Well Being of Future Generations (Wales) Act 2015

78. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
79. In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2022-2. When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
80. The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
 - Look to the long term
 - Focus on prevention by understanding the root causes of problems
 - Deliver an integrated approach to achieving the 7 national well-being goals
 - Work in collaboration with others to find shared sustainable solutions

- Involve people from all sections of the community in the decisions which affect them

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

General

82. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

83. The decision makers must be satisfied that the proposals fall within the Council’s approved policy and budget framework.

HR Implications

84. This report in the main has no direct HR implications. Any proposals to create additional roles within the Council will be subject to the usual post creation and recruitment procedures in due course.

Property Implications

85. The report does not contain any specific property implications. Where the Council is required to undertake or advise on property transactions or valuations to deliver Council objectives, such work should be managed in accordance with the Council’s Asset Management processes and in consultation with relevant service areas, such as Legal, as appropriate.

RECOMMENDATIONS

Cabinet is recommended to

1. Note the update on the Levelling Up Fund and delegate authority to the relevant Directors to continue the development of the Ely Youth Zone and the Taff River Corridor projects for submission as Round Three Levelling Up Fund bid.
2. Note the progress in delivering Shared Prosperity Fund in Cardiff.

Director of Economic Development	Neil Hanratty Director of Economic Development
	24 February 2023



Cardiff Crossrail

15th March 2023

A transit-led vision for Cardiff



The vision for Cardiff Bay

TWO KEY OBJECTIVES:

ONE: DELIVER A **GREEN TRANSPORT – LED DEVELOPMENT TRANSFORMATION** at Cardiff Bay

TWO: DELIVER AN EFFECTIVE TRAM SYSTEM FOR
CARDIFF/REGION

ONE: “OUR VISION IS TO DELIVER A **GREEN TRANSPORT – LED DEVELOPMENT TRANSFORMATION** AT CARDIFF BAY.....

- ... connecting people with opportunity,
- ... welcoming visitors and investors,
- ... reducing carbon emissions
- ... providing the platform for Cardiff to fulfil its potential as the economic powerhouse for all of Wales.”

TWO: AN EFFECTIVE MASS TRANSIT SYSTEM FOR CARDIFF/REGION

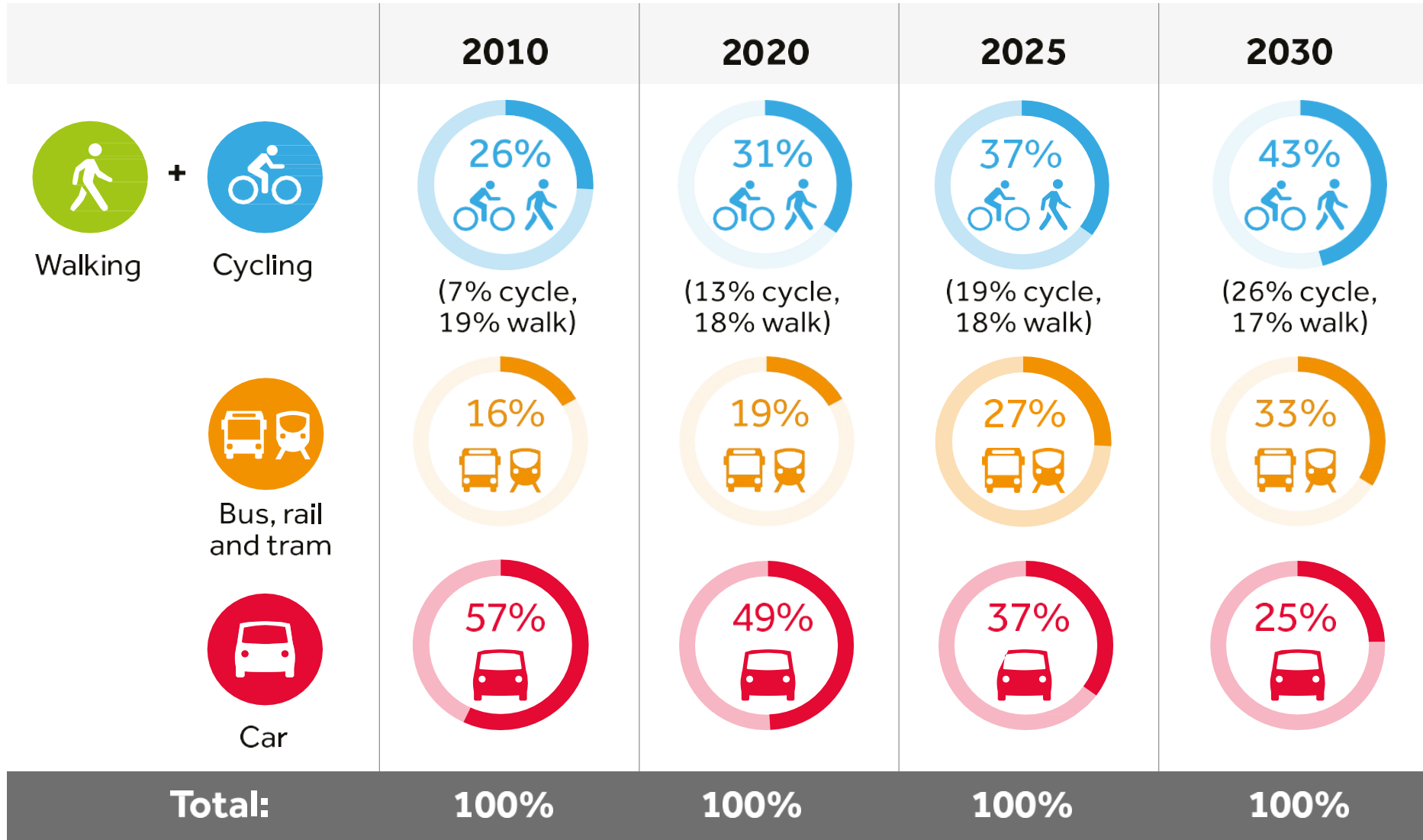
- 10 Yr Cardiff Transport Strategy Targets 75% Sustainable Transport Use
- Already CCCR £750 million Investment Regional Tram/Train
- Cardiff Crossrail 1 Phase Citywide Tram
 - City To Bay (£100m Luf + WG Match Grant)
- Next Step Among The Best Public Transport systems in UK

Cardiff Crossrail (CXR)

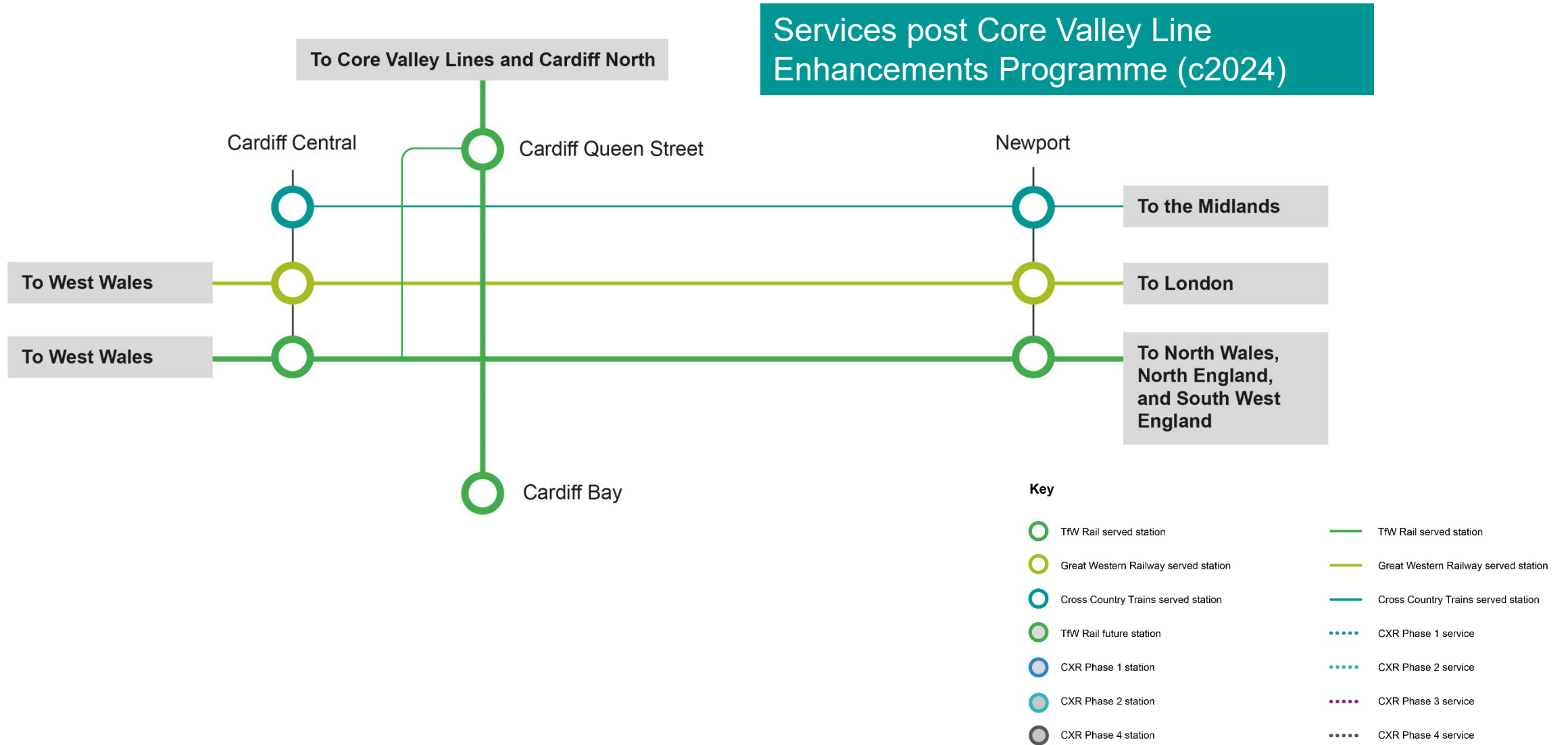
- The Cardiff Bay area offers great potential for development and employment growth but is rather isolated from the centre of Cardiff and much more so from the remainder of the Cardiff Capital Region.
- Further investment in the Bay's connectivity is required to secure direct benefits for the area and to begin to realise the agglomeration benefits associated with an increase in effective population density.
- ***It is this that makes Cardiff Crossrail (CXR) Phase 1 and later phases so essential to the whole Capital Region.***

Achieving the vision – Among Best Public Transport System in UK

CARDIFF'S 10YEAR TRANSPORT TARGET:

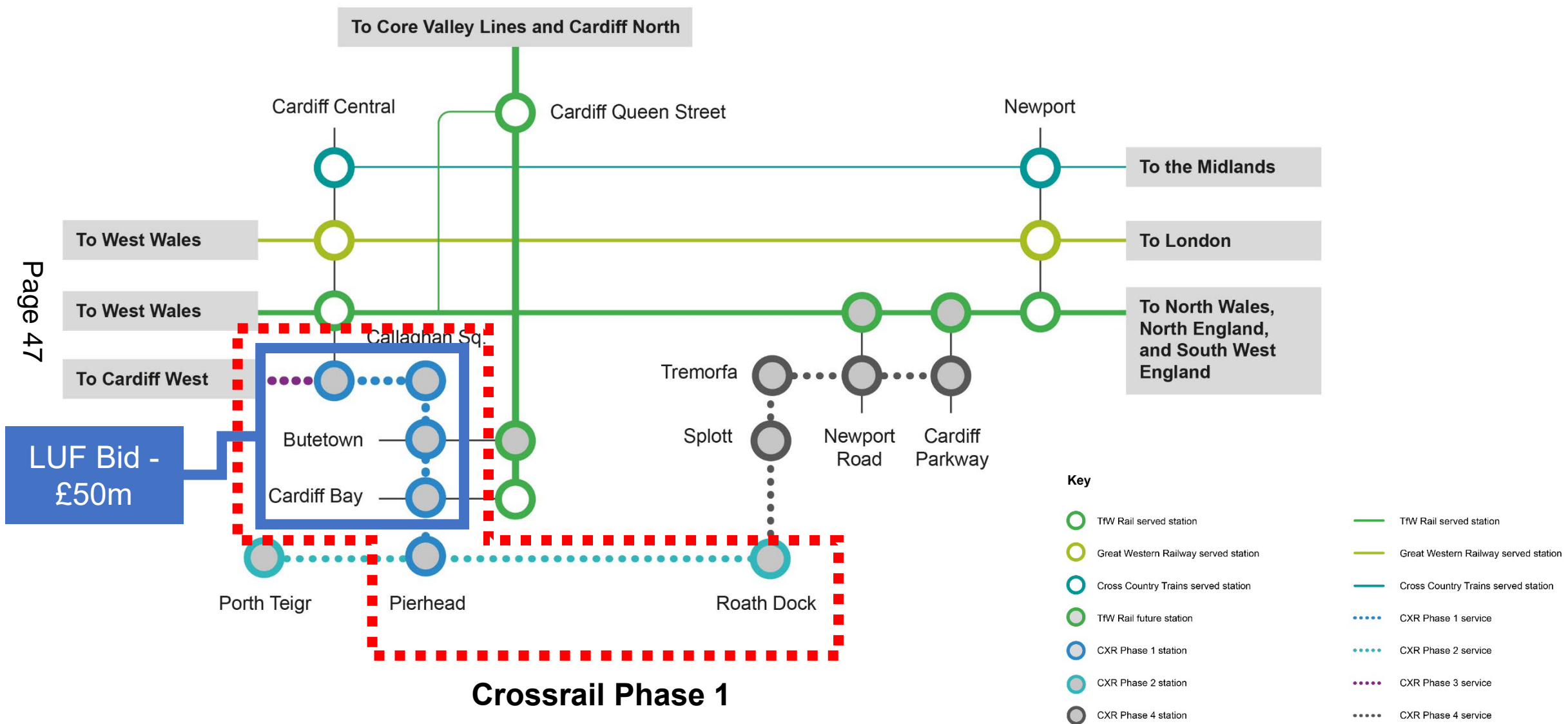


A phased approach for Cardiff Crossrail



City – Bay Link – Crossrail (CXR) Phase 1

Bid 1











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LUF Bid - £50m

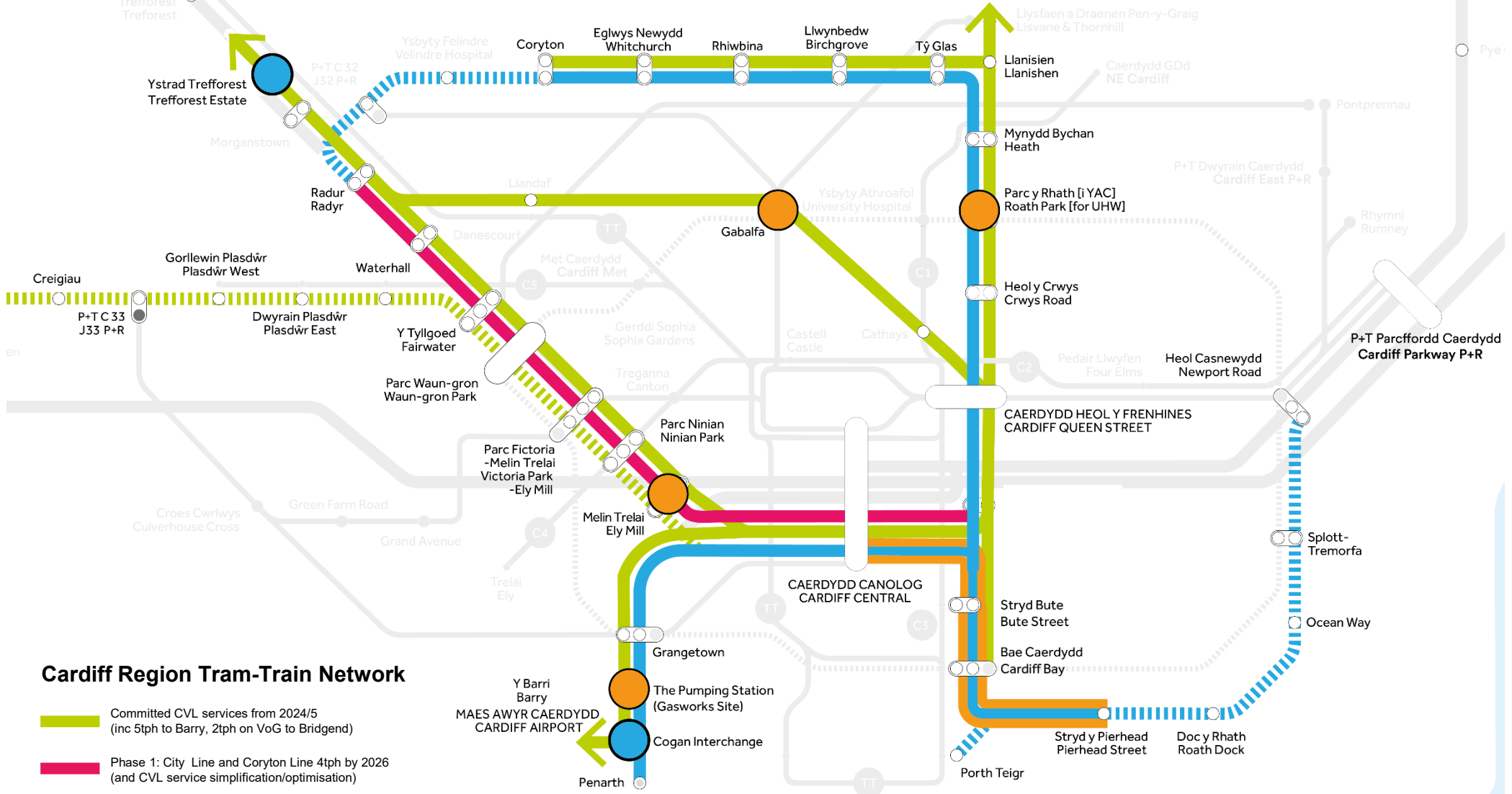
Crossrail Phase 1

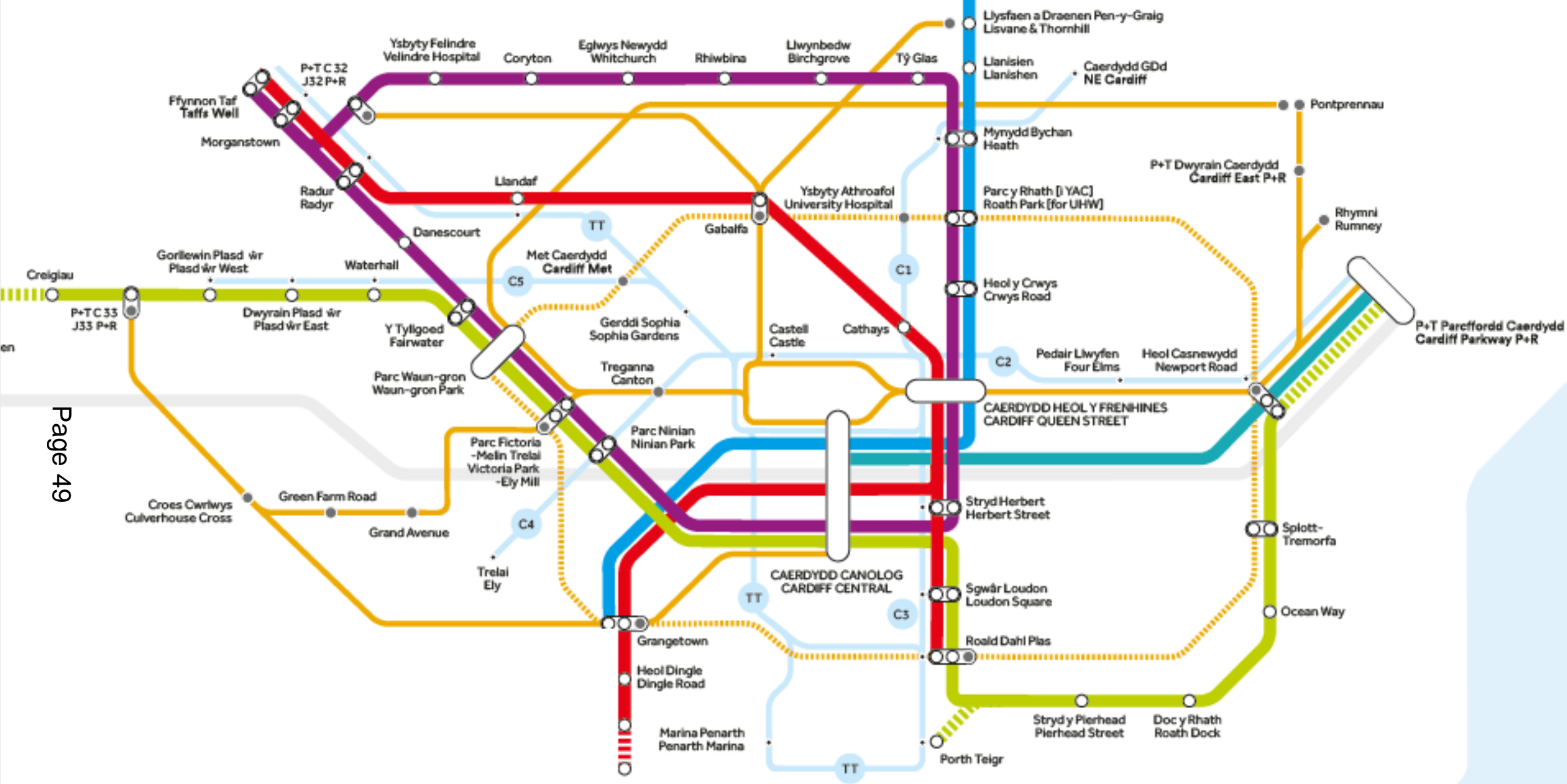
Cardiff Region Tram-Train Network

-  Committed CVL services from 2024/5 (inc 5tph to Barry, 2tph on VoG to Bridgend)
-  Phase 1: City Line and Coryton Line 4tph by 2026 (and CVL service simplification/optimisation)
-  Phase 2: Cardiff Central – Pierhead Street, 2026- 2028
-  Phase 3: Cardiff Crossrail to Penarth by 2028 (via ramp, OLE to Penarth and incorporate Coryton line services)
-  Phase 4: City Circle, and Crossrail to Newport Rd by 2030 subject to further funding
-  Phase 5: North-West Cardiff, by 2035

-  Ongoing: New (or enhanced) stations required
-  Major station upgrade

Y Barri Barry
MAES AWYR CAERDYDD
CARDIFF AIRPORT
Cogan Interchange
Penarth
Grangetown
The Pumping Station
(Gasworks Site)





Among the first major UK cities to have a comprehensive and integrated:

Rail/Tram

Bus

and Fully Segregated Cycle Network....

Achieving the vision – potential wider socio-economic impact

Light rail to the Bay

1

Benefits the economy

Allowing the region to grow without increased car traffic

2

Can be site specific in targeting impact

e.g. Butetown station

3

Promotes economic confidence

for investors and is proven to deliver land value uplift

4

Provides social inclusion

providing an attractive connection to jobs and training opportunities

5

Will be green

- ↓ car trips
- ↓ carbon emissions
- ↑ air quality

6

Will promote placemaking

Delivering public realm improvements and a sense of connectivity and inclusion

7

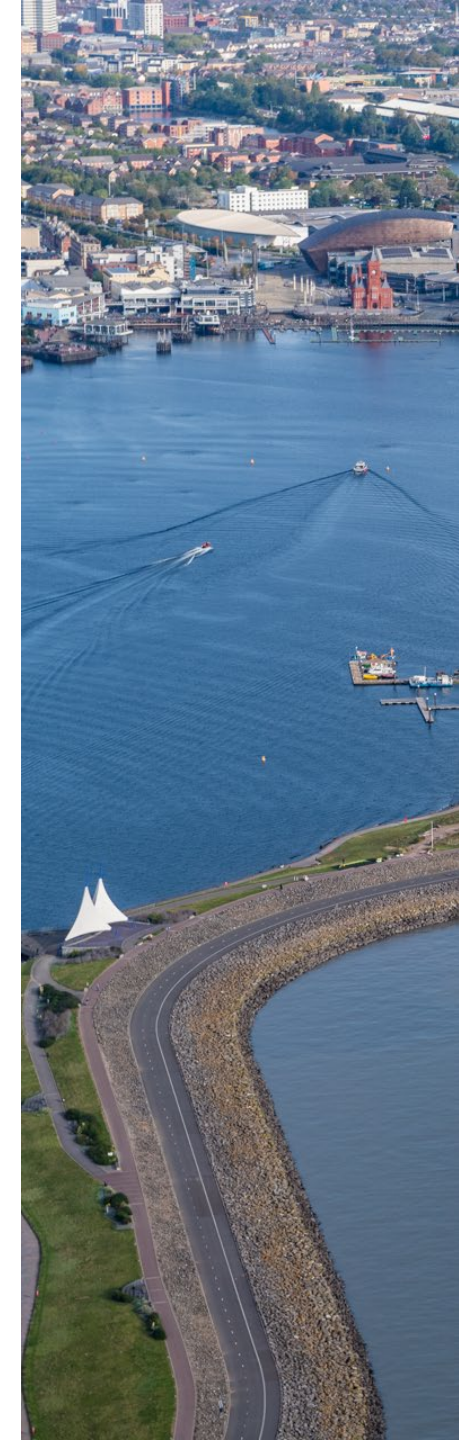
Link visitors seamlessly

to the Arena, Butetown, and rest of Cardiff Bay

8

Supports health and wellbeing

by linking to complementary investment in active modes and car free environments



Environmental benefits

In addition to new homes, jobs and GVA benefits, the light rail investment is the potential catalyst to a transformational change in travel behaviour, realising significant economic and environmental benefits for the region and nation:



Reduced car travel

Saving an estimated
10,000 million kms per
annum

£1,400 million per annum
from decongestion



CO₂ emissions

Saving an estimated 750,000
tonnes per annum

£70 million per annum

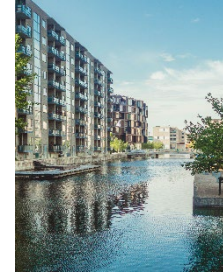


Improved air quality

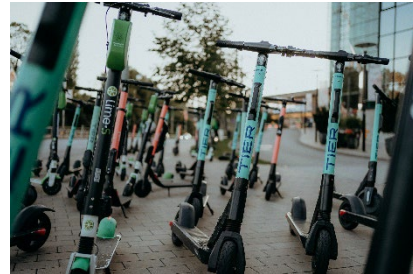
£25 million per annum

- 2040 values. Monetary values have been converted to 2010 values and prices and discounted to 2010 in line with HMT and DfT guidance.

What a **green development transformation** means in practice for Cardiff Bay



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Growing the...Green economy

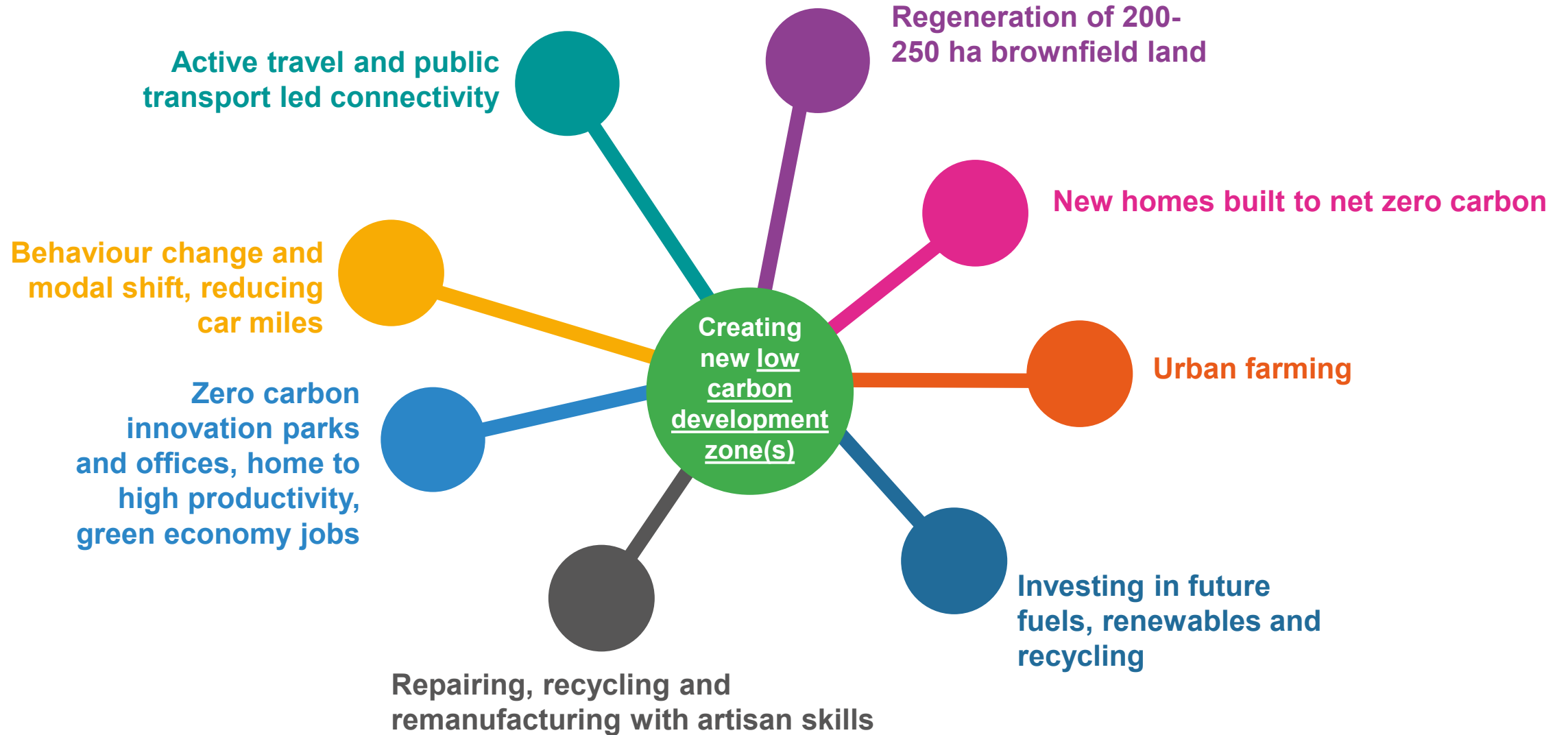
- Energy sector – future fuels, renewables & recycling
- Specialist manufacturing
- Repair, recycle, remanufacture needs artisan skills
- A future generations & well-being tourism and hospitality sector
- Active travel & healthy lifestyles

Green regeneration...

- Modern housing for a net zero future
- Regeneration & repurpose of brownfield sites for green economy jobs
- **Behaviour change based on world class public transit and active modes**

A strategic plan for low carbon transition

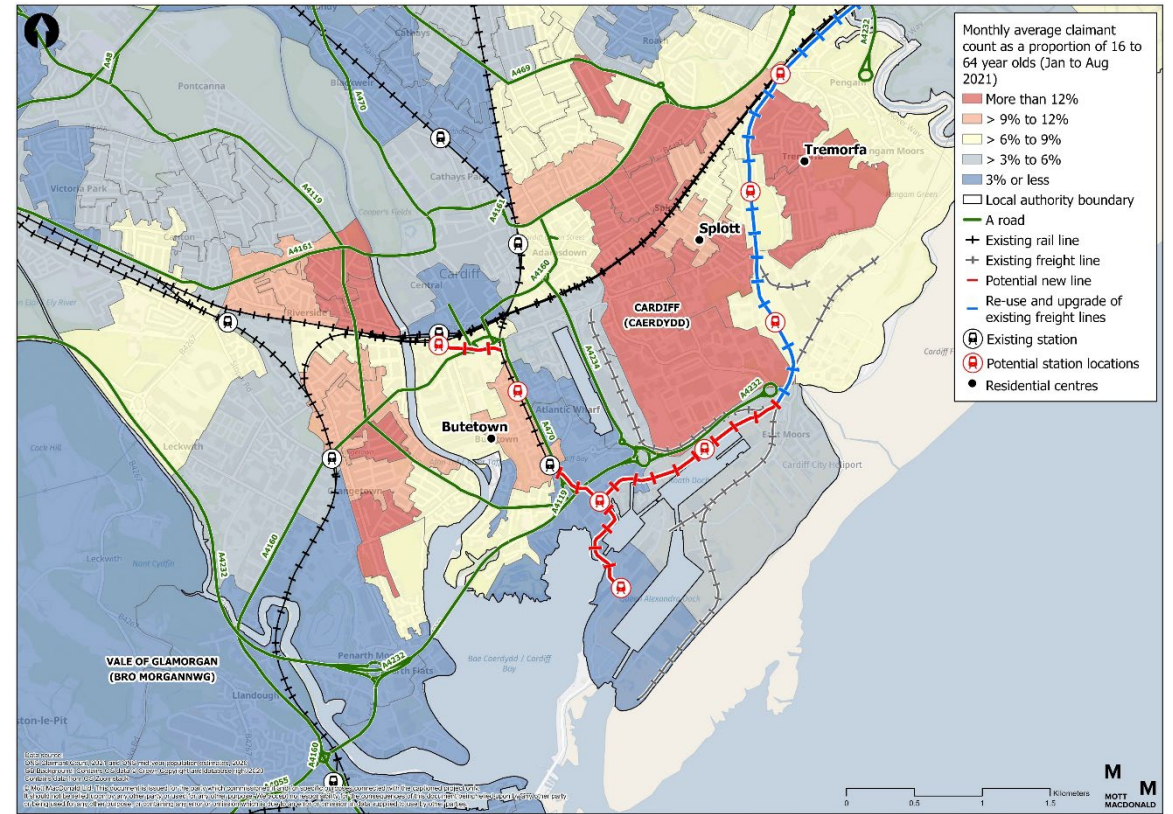
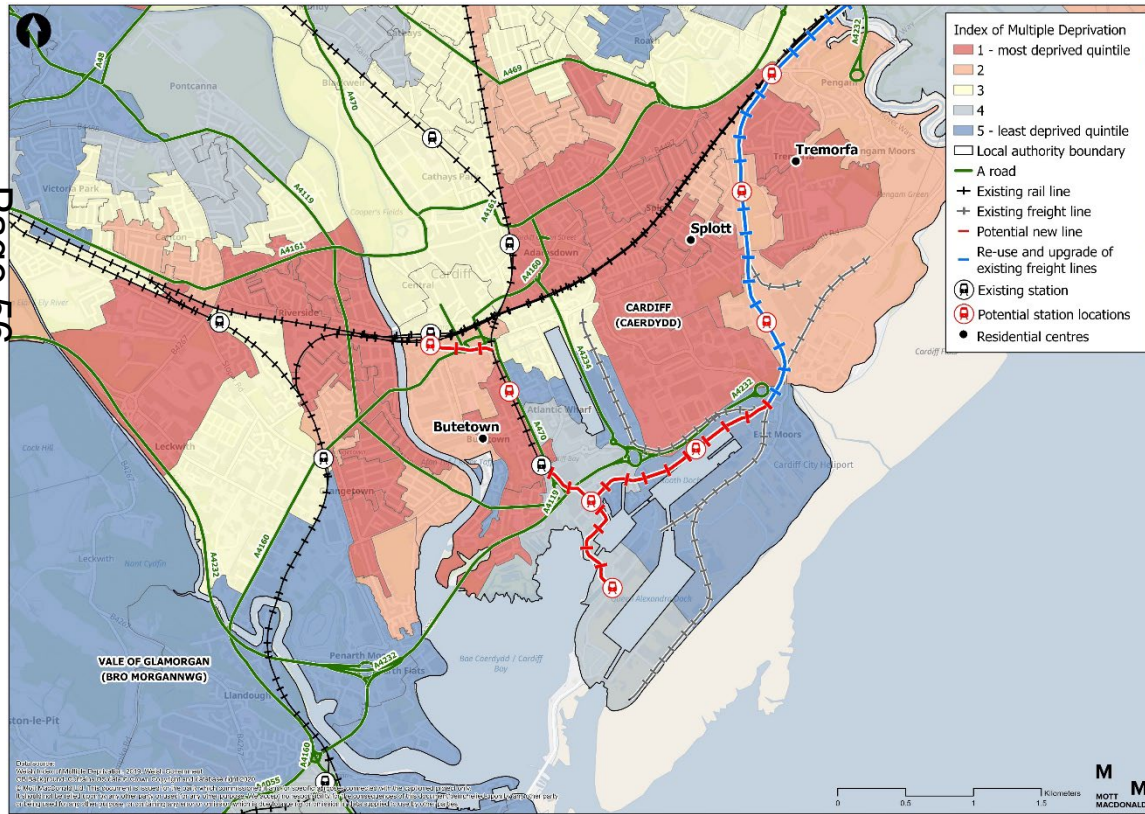
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Challenging inequalities

Economic and social inclusion

Page 56

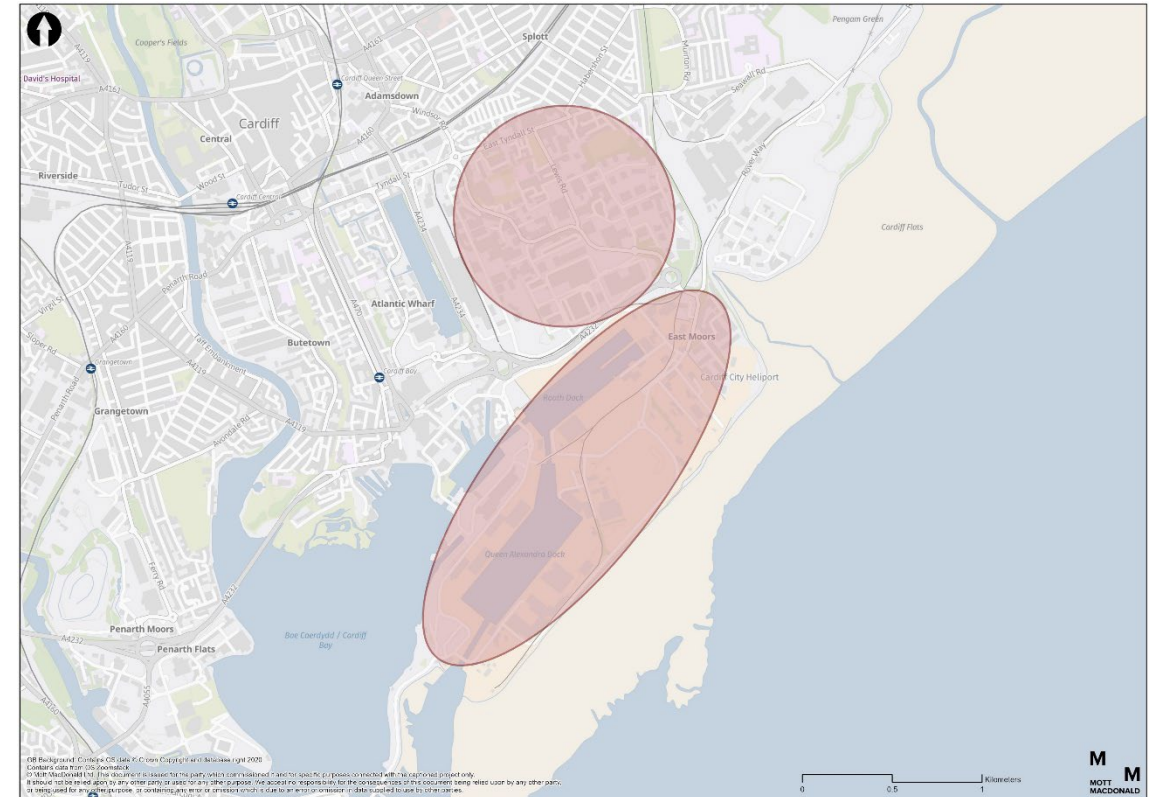


CXR is not an isolated scheme...

...and a green development transformation won't happen overnight

- A new, world class, 15,000 seat arena - expected to:
 - deliver 1,600 additional jobs
 - raise GVA by £50m pa.
- Catalysing further development to ultimately provide:
 - several thousand homes
 - up to 20,000 jobs, including Arena-related jobs
 - regenerating up to 200-250 ha of brownfield land, subject to planning policy and infrastructure requirements.

Given the generally high average quality of new jobs created in the Bay area, such an expansion of employment would be associated with a **GVA impact of up to £1.2bn annually**.

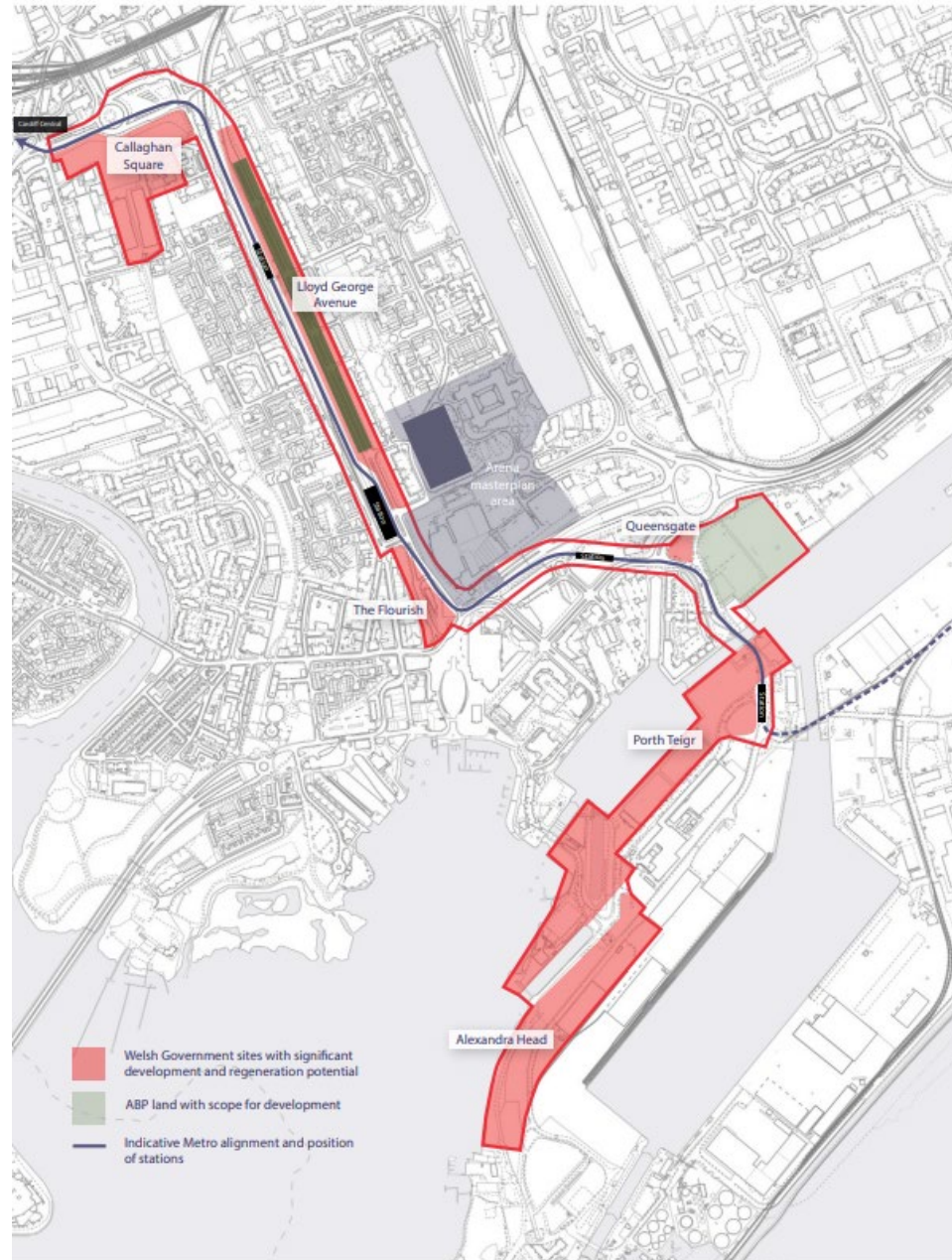


Opportunities for future development – approximate location of brownfield sites

Crossrail Phase 1

Central Station to Porth Teigr

The LUF bid represents only the first part of Crossrail between Central Station and Cardiff Bay.



CXR is not an isolated scheme...

...and a green development transformation won't happen overnight

- Other arrangements are needed to ensure potential can come to fruition, including:
 - significant public and private sector investment
 - skills training
 - satisfactory utilities infrastructure
 - a responsive planning regime





First steps – Transit Oriented Development



Economic benefits

What does this mean for the Capital Region and Wales?

A new world class arena, expected to deliver **1,600 additional jobs** and **£50 million of GVA pa.**



Regeneration of **200ha+ of brownfield land**, with capacity for several thousand new homes



A total of up to **20,000 jobs**, with a GVA impact of **£1.2 billion pa**



An effective doubling of population to derive a productivity uplift of 6 to 8%, equating to **£680m pa.**

Achieving the vision – summary

Achieving the vision - summary

The changes that have CXR and better transport at their heart could, over time, raise Cardiff GVA 2035:

A Fully Sustainable Transport System

£1.2bn pa

in addition to growth already projected, and accommodate

20,000 jobs



M

**MOTT
MACDONALD**

M

Page 64 **Thank you**

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

16 MARCH 2022

COMMITTEE BUSINESS

Purpose of Report

1. This report seeks committee's approval for the draft Environmental Scrutiny pages of the Scrutiny Annual Report 2022/23, as attached at **Appendix A**.

Scrutiny Annual Report 2022/23

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 2022/23 will be considered by Full Council in 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 2023.
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 2022/23. 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 may wish 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

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

9. 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

10. The Committee is recommended to:
 - i. Consider, if necessary, amend, and approve the draft Environmental Committee pages of the Scrutiny Annual Report 2022/23, attached at **Appendix A**.
 - ii. Highlight the committee's greatest achievements for inclusion in the Scrutiny Annual Report 2022/23.

Davina Fiore

Director of Governance & Legal Services

10 March 2023

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ENVIRONMENTAL SCRUTINY COMMITTEE- Draft copy for Annual Report 2022/23 Committee Page

Our Membership:



Councillor Owen Jones (Chair)



Councillors Bob Derbyshire; Andrea Gibson, Jamie Green, John Lancaster; Margaret Lewis (October 2022 – April 2023), Helen Lloyd Jones, Jacqueline Parry; Bethan Proctor (May – September 2022) 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 commented on the Council's response to the **Welsh Government White Paper Bus Consultation response**, which was strengthened following a number of recommendations made by the Committee. The committee also heard that the Welsh Government was making up to £8m available to grow the number electric buses within its borders and that officers were consulting with bus companies in order to develop a grant scheme and criteria. The committee made a recommendation in relation to sustainable energy sources which was partially accepted
- **Recycling & Waste Management Service** – we welcomed public participation from residents that were involved in the segregated recycling pilot when discussing the final **Recycling Strategy for Cardiff**. We noted the need for innovative ways to engage with the public to influence behaviour change, and highlighted challenges for some property types as the strategy is rolled -out. During the Budget Scrutiny we asked for clarification about how the one day a week closure of the Household Waste Recycling Centre would be decided, and were informed that the data from the booking system would be used.
- The Committee were pleased to support the final proposals for the delivery of the **Coastal Risk Management Programme** that will protect a significant area of Cardiff from a 1 in 200 year event on completion.
- **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 One Year update following the adoption of the strategy and the Action Plan, and noted the change in the reporting framework by Welsh Government, therefore making a comparison with the baseline year difficult, but hopefully will improve going forward.