

**CABINET**

Minutes of a meeting held on 24 April, 2017.

Present: Councillor N. Moore (Chairman), Councillor L. Burnett (Vice – Chairman);  
Councillors: B.E. Brooks, P. G. King and G. John.

At the start of the meeting the Leader expressed gratitude to all staff for the last 5 years of the administration, as he had seen much hard work and improvement in the Local Authority over this time. The Leader thanked all officers and requested his best wishes be passed on as he was pleased and proud of what the Council had achieved.

In agreement with the Leader, the Cabinet Member for Visible, Leisure and Regulatory Services gave thanks to officers who had helped the Council become the top performing Local Authority in Wales for the last two years, and the only Welsh Council nominee for the Municipal Journal Local Authority of the Year Award.

**C3532 MINUTES –**

RESOLVED – T H A T the minutes of the meeting held on 3 April, 2017 be approved as a correct record.

**C3533 DECLARATIONS OF INTEREST –**

No declarations were received.

**C3534 CARDIFF BAY ADVISORY COMMITTEE -**

The minutes of the Cardiff Bay Advisory Committee meeting held on 15 March, 2017 at the Cardiff International White Water were submitted.

Present:

Councillor L. Burnett (Chairman)	Vale of Glamorgan Council (Cabinet Member for Regeneration and Education)
Mrs. C. Dimond (Vice-Chairman)	Cardiff Action Committee
Councillor G. Roberts	Penarth Town Council

Councillor B. Derbyshire	Cardiff Council (Cabinet Member for Environment)
Mr. N. Ajax-Lewis	Wildlife Trust for South and West Wales (Senior Conservation Officer)
Mr. C. Atherton	Waterfront Partners (Chairman)
Mrs. N. DeLonghi	Natural Resources Wales (Operational Manager)
Mr. C. Vlaiscu	Cardiff Bay Yacht Club

Also present

Mr. J. Maidment	Cardiff Harbour Authority (Operational Manager)
Mrs. K. Bowen	Vale of Glamorgan Council (Democratic and Scrutiny Services Officer)
Ms. A. Rudman	Vale of Glamorgan Council (Scrutiny Support Officer)
Mr. G. Harcombe	City of Cardiff Council

(a) Apologies for Absence –

These were received from Mr. A. Vye-Parminter (Cardiff Harbour Authority), Mr. C. Michael (RSPB - South Wales Area Manager), Mr. S. Jones (Quay Marinas Limited – Marina Manager) and Mr. A. Parker (Vale of Glamorgan Council).

(b) Minutes –

AGREED – T H A T the minutes of the meeting held on 14<sup>th</sup> September, 2016 be approved as a correct record.

(c) Navigational Safety – Cardiff Harbour Authority – Mr. J. Maidment –

Mr. Maidment advised that there were delays in the procurement for the final dredging process which meant that this was not likely to take place until late June / July.

AGREED – T H A T the update report be noted.

(d) Progress Report Regarding Cardiff Harbour Authority – Mr. J. Maidment –

Mr. Maidment advised that plans for the Volvo Ocean Race (VOR) were under development and it would be beneficial and informative for the Committee to receive a fuller progress report at the next meeting. However, Mr. Maidment apprised the Committee of the progress made to date:

- Works at the “Race Village” had begun;
- There would be a 15 day dwell time as Cardiff had been awarded the Trans-Atlantic leg of the race;
- VOR envisaged that eight teams would be competing in the race;
- Security measures were crucial during the 15 day dwell time;
- More work was required to engage stakeholders for the event;
- VOR were satisfied with the work undertaken so far.

The Chairman further advised that the anticipated start date for the Volvo Ocean Race in Cardiff was 26th May, 2018, with an anticipated six day sail from Newport Rhode Island through to Cardiff. The final stop of the race was in The Hague in July, 2018.

Cllr. Roberts enquired as to the possibility of a colleague from Penarth Town Council being able to attend the next Committee meeting to ensure Penarth’s engagement with the Volvo Ocean Race which was agreed by the Committee.

An update was provided by Mr Maidment in respect of a new café adjacent to the fish pass.

Cllr. Derbyshire added that swift boxes were due to be set up in the Barrage along the Bay once financial arrangements had been finalised with the Welsh Government.

Mr. Ajax-Lewis queried where dredging materials, from the site development, would be deposited. Mr. Maidment advised that dredging from the outer area and taxi channel would go into the Channel.

Mr. Maidment advised that there was no firm date agreed for a Cardiff Bay Master Plan Report to be received by the Cardiff Council Cabinet.

The Chairman enquired as to the progress made around the Champions League Event on 4<sup>th</sup> June and the difficulties involved in using the large visual screens.

Cllr. Derbyshire advised that the Coopers Field site was to be utilised for hospitality/supporter’s village. Mr. Atherton advised that a five a side floating pitch

for seating was planned at Piers Head with the large visual screens erected in the Basin for the ladies and men's final games.

The Chairman shared her excitement for the events ahead including the forthcoming Champions League and suggested that an evaluation report to the City Region would be useful to record the outcomes, dynamics and practicalities of this type of event for the future.

AGREED – T H A T the update report be noted.

(e) Natural Resources Wales – Mrs. N. DeLonghi –

Mrs. DeLonghi apprised the Committee of recent incidents and their outcomes:

- Hydraulic oil had been detected in the River Ely that was traced back to an industrial estate and subsequently the supply was stopped. The supply had not had a significant impact.
- There was a structural fault with the fish pass, so the pass had been temporarily closed until after the repair had taken place.
- A member of the public had notified Mrs. DeLonghi about their concerns for water quality and they had had been forwarded to the Harbour Authority and Cardiff Council for response.
- Arrests had taken place for illegal fishing around the Penarth Sea Fishing Competition.

For clarification, Mr. Maidment added that the structural fault at the fish pass was a fractured pipe and advice was being sought on options for repair via framework consultants.

Cllr. Derbyshire enquired if the numbers of fish were decreasing and highlighted that it was important to identify if the fish pass was meeting its objectives. Mrs. DeLonghi advised that numbers going up stream were decreasing however; the exact reason for this was still under investigation. A report with regard to this was planned for the next Committee meeting.

AGREED – T H A T the Natural Resources Wales update be noted.

(f) Timetable of Meetings –

The Clerk presented the suggested dates to the Committee for approval and advised that with the Chairman's agreement a review of the Committees Terms of reference

would be undertaken in the forthcoming weeks with the intention to report to the next meeting of the Committee.

AGREED – T H A T the suggested timetable of meetings as indicated below be approved:

DATE	PROVISIONAL VENUE
Wednesday, 21 <sup>st</sup> June, 2017 at 5.15 p.m. <b>(Annual General Meeting)</b>	Cardiff International White Water
Wednesday, 13 <sup>th</sup> September, 2017 at 5.15 p.m.	As above
Wednesday, 6 <sup>th</sup> December, 2017 at 5.15 p.m.	As above
Wednesday, 14 <sup>th</sup> March, 2018 at 5.15 p.m.	As above

(g) Tidal Lagoon Cardiff Update –

A copy of the report that had been presented to Cardiff Council's Cabinet on 21<sup>st</sup> November 2016 had been circulated with the agenda for information, however Mr. Harcombe took the opportunity to summarise for the Committee the key statistics and advantages for the Tidal Lagoon Scheme:

- The scheme was one of six proposed by the Tidal Lagoon company
- The structure would cover 22 kms
- The scheme would produce 4-6 Terra Watt hours (TWh) of energy per household
- It was 11 times bigger than the Swansea scheme
- Supplier of green energy (as detailed within the report)
- The scheme would produce new employment opportunities
- Can be used as an example and replicated across the world
- The cost benefits would be considered of 70-80 years and within the region of 30p – 50p per household.

It was important to note that Cardiff Council would not be providing approval for the scheme. The Council's role was advisory only and the scheme would not be approved until the response was received from Central Government following the latest review.

AGREED – T H A T the information report be noted and further updates be provided to the Committee in due course.

(h) Cardiff Capital Region City Deal –

AGREED – T H A T the information report that had been presented to Cardiff Council's Cabinet meeting on 25<sup>th</sup> January 2017 be noted and further updates provided to the Committee in due course.

(i) Any Other Business –

Cllr G. Roberts apprised the Committee of the Active Residents Association in Penarth and their concern over the narrow and dangerous right of way as a result of the building works near the Barrage and El Paso Restaurant. The Residents Association were requesting that this issue be rectified urgently. Mr Maidment agreed to look into the matter.

Cllr. Roberts also informed the Committee of a major campaign around plastic bottles and the effect of their waste on the oceans he considered that it would be advantageous to help the campaign at a local level and to contribute to the national debate.

Mr. Maidment advised the Committee that one of Volvos core themes as an organisation was sustainability with no bottle water being sold on site. Mr. Maidment also advised that the Cardiff Harbour Authority had data on waste but it was not specific to plastic items however, he would be happy to lead a debate on the issue.

The Chairman also advised of a bottle refill scheme at a number of events where shopkeepers fill bottles free of charge.

Cllr. Derbyshire agreed that bottled water was a big issue; however, careful consideration of a refill scheme was essential to avoid disruption to local retailers.

Mrs. DeLonghi also agreed that any recycling and recovery plan needed careful consideration; however, the message of sustainability was a worthwhile message to take back to all the organisations represented by the Committee.

(j) Announcement –

The Chairman concluded the meeting by thanking the Committee for their contributions during her five years as Chairman and wished them well for the impending elections and Committee meetings.



After this item was presented, the Cabinet Member for Regeneration and Education noted the discussions that took place at the most recent Cardiff Bay Advisory Committee meeting with regards to the Volvo Ocean Race and Champions League Event, as these highlighted the importance of the joint committee being able to plan and evaluate large events at a city region level, particularly to ensure the economic benefits to local communities.

RESOLVED – T H A T the minutes of the Cardiff Bay Advisory Committee be noted.

Reason for decision

To note the minutes.

**C3535        RESHAPING SERVICES: NEW BUSINESS MODEL FOR VISIBLE SERVICES AND TRANSPORT (REF) -**

The Scrutiny Committee Environment and Regeneration on 14 March, 2017 considered the above report.

Cabinet had, on 20<sup>th</sup> February, 2017, referred the report to the Scrutiny Committee for consideration. Members were informed that Cabinet had, in November 2014, approved the Reshaping Services Strategy, the aim of the Strategy being to reshape the Council to enable it to meet the future needs of citizens of the Vale of Glamorgan within the context of unprecedented financial challenges. For Visible Services and Transport, reshaping savings of £300k were required during the 2016/17 financial year, £525k in 2017/18 and £1.375m for 2018/19.

A review, led by the Director of Environment and Housing and the Head of Visible Services and Transport was therefore undertaken which sought to develop a new target operating model for service delivery that would enable the protection of services within the budget available wherever possible. The process considered the opportunities, key risks and high level financial benefits to be achieved by each model in addition to a series of service strategies and a recommended way forward for the Council. A copy of the Executive Summary of the Alternative Service Delivery Review Report prepared by “People Too” was attached at Appendix B to the report.

On consideration of the options appraisal, it had been determined that the preferred operating model for the service would be based upon an internal transformation model, with a focus on the following:

- Internal operational change and improvements
- Opportunity to utilise spare capacity created via the operational changes as referred to above, in parallel to a reduction in agency and overtime spend
- Consideration of collaboration with other public sector organisations to create economies of scale
- Development of trading opportunities but also consideration of the increase in capacity required and the costs, benefits and risk of doing so.

The proposed target operating model had been designed by the Visible Services and Transport Project Team and challenged and developed by the Director and Head of Service. In addition to this, a set of risks related to the design and adoption of the new model had been considered by the Project Team at a workshop facilitated by a risk specialist from the Council's insurers.

A business plan to support the development and implementation of the new target operating model for the future delivery of these services was attached at Appendix C to the report. The proposed model comprised four distinct areas:

1. A Neighbourhood Services Group divided into Operations and Healthy Living and Performance
2. An Engineering Group
3. An Integrated Transport Unit
4. A Construction and Development Group
5. A Business Support Unit for the Directorate.

It was proposed that the model would deliver a total annual budget saving of £900k.

The Director of Environment and Housing, in presenting the report to the Committee, advised that in general the services within the Directorate were well respected and referred to the fact that the Council was the third lowest cost provider in Wales for waste and the second best for recycling. The Director introduced a number of members of staff to the Committee, who were present at the meeting in the public gallery to hear the debate. The Director also referred to the fact that by 2019 the Department would have to save £2.2m which was greater than 10% of its overall budget. The Director had also met with Unions and all staff, and advised that the

report had been presented to the Healthy Living and Social Care Scrutiny Committee the previous evening.

In undertaking the review the Department had placed a hold on vacant positions appointing agency staff during the process, thus allowing for the Department to make any changes as appropriate without losing staff members. The Director further advised that the Council was under extreme pressure to make savings and asked to ensure that those savings were sustainable without having a detrimental effect on the public. He took the opportunity to thank all the staff for their engagement with the project and in developing how the whole process could be achieved.

The Head of Visible Services and Transport then presented a PowerPoint presentation to the Committee and explained the objectives of the review as outlined below:

- A new target operating model
- Achievement of financial savings required
- Adoption of a model whereby services received by the public would be largely unchanged
- Build upon previous reviews
  - Transport Review (Edge)
  - Alternative Service Delivery Review (People Too) – focus on internal transformation.

The preferred operating model namely in-house (plus collaboration), focused on internal operational change and improvements, the opportunity to utilise spare capacity created through operational changes, to build capacity and create social value. It required change to management capacity and investment to deliver, to develop outcome focused services and assets and required the establishment of a revised operating model (based on an in-house and collaboration model) to deliver savings efficiencies and service improvements for users.

In undertaking the approach, the Department had used the Council's project management methodology, considered a new service delivery model for over 240 activities, had set up a project team with the proposals being challenged and risk assessed by the Director and Head of Service. Governance for the project was provided by a Project Board led by the Leader of the Council and Managing Director.

The scope of the review covered the areas of highways and engineering, road safety, fleet and passenger transport, parks and grounds, leisure, waste collection,

street cleansing and business support. The review findings for the development of the New Model identified the following main issues:

- Current split of the workforce across multiple locations
- Emergence of non-standard practices across service
- Lack of access to accurate management information
- Limited access to mobile technology
- An artificial separation of the front and back office
- Lack of standardised technology
- Need to be cost effective in relation to private sector companies offering similar services
- A lack of communication between the business and corporate services
- “Visible Services” a strong “brand” but there was confusion regarding which environment services it covered.

During the presentation the Head of Service also referred to the design aims of the new model as a consistent service for customers, the removal of a separate approach to service delivery, develop enhanced service resilience, achieve £900k efficiency savings and have adherence to the key principles of the Well-being of Future Generations Act.

The suggested implementation approach was outlined as:

- A Phased approach to implementation
- Introduction of a new Target Operating Model
- Review of Model, relocation of service to a single base were first stages
- The New model would seek to achieve £900k savings
- A Balance required between achievement of savings and ability to deliver services
- Progression of collaboration initiatives, additional services in fleet / construction combined with additional income generation would assist in realising the further savings required.

The following Customer Impact Summary had also been developed:

<b>Service</b>	<b>Service Delivery Change</b>	<b>Customer Impact Assessment</b>
Waste Collections	No changes to service delivery. A more permanent and flexible workforce with less reliance on Agency staff.	Neutral. Recent changes already made to waste rounds 2 <sup>nd</sup> August, 2016.

Litter Picking	Zonal approach as part of a neighbourhood services team. Removes separate working practices.	Positive perception as a result of single team approach. A better co-ordinated resource on the street with additional resources for enforcement.
Highway Maintenance	Part of a wider neighbourhood services team offering greater resilience and service co-ordination.	Positive. Improved customer experience due to increased use of digital / mobile technology.
Grass Cutting Cycle	No changes to strategic cutting routes but there will be less cutting to open spaces to improve biodiversity.	Neutral. Certain areas may notice changes to frequency of cutting and this may generate complaints. This was to be an area where the department would seek to work with partners to minimise impact.
Fleet	Changes to team offer opportunities to improve service and income. Reinforcement of management structure creating an Integrated Transport Unit	Positive improved customer experience. Greater range of services offered to internal, domestic and commercial customers.
Construction and Design	Opportunities for business development and income generation.	Positive. Enhanced commercial service to be offered for departments outside of highways.
Parks and Grounds Maintenance	Zonal approach as part of a neighbourhood services team.	Positive perception as result of single team approach. A better co-ordinated resource on the street with additional resources for enforcement.
Leisure and Sport	No major change.	Neutral.
School Crossing Patrols	No changes to service delivery.	Neutral.
Engineering	Greater resilience via a more permanent work force (rather than agency) and options for trainees and apprenticeships. Road safety included in this team.	Positive. Quicker and improved response times for customer queries and requests.

Passenger Transport and Policy	No changes to actual service delivery but staff more flexible giving greater team resilience. Reinforcement of management structure creating and Integrated Transport Unit.	Improved customer experience due to increased levels of resilience, flexibility and reliance on new technology to assist with the management transport services.
Asset Development and Performance	New team to drive asset transfer and development forward. Improved management of assets.	Positive due to increased emphasis on the need to improve the management of assets.

As already outlined by the Director, the staffing implications sought to retain as many permanent members of staff as possible whilst removing the reliance on agency staff. All staff in the service had been regularly briefed via a number of mechanisms including StaffNet, notice boards, question and answer sessions. However, it was noted that the multifunctional approach to service delivery may result in skills gaps with staff being offered re-training where necessary. The implementation timeline was outlined as follows:

Action	Date
Initial Cabinet report	February 2016
Update to staff and Trade Unions	February 2016
Engagement on the Operating Model and Business Case – including Scrutiny consideration and staff engagement	March 2017
Cabinet consideration of Final Report	March / April 2017
Staff and Union consultation	April / May 2017
Consultation evaluation	June / July 2017
Selection process	July / August 2017
Avoiding Redundancy / Redeployment	August 2017
Implementation of Changes to Model	September 2017

The Head of Service also advised that the services within the Department were generally well regarded, with good and excellent performance in some areas and also with some award winning services. The Head of Service stated she had every confidence in her Service Managers to adapt to this new way of working and one of the objectives of the review had been had been to build on the previous reviews that had taken place e.g. the Edge report previously reported to the Committee and the People too report.

In considering both the presentation and report, a Member congratulated the service on work to date, particularly in light of the current financial challenges, and

commented that he concurred that it was no longer viable for the Council to continue to salami slice and as such a thorough review of the structure had had to be undertaken. However, concern was raised as to the extent of the projected savings and whether they had been independently verified. The Director, in response, advised that the Department was fairly confident that the £900k was achievable. Following the response the Member added that a significant issue in their locality was dealing with complaints, however, the Head of Service advised that in terms of complaints, the Department did not get that many in terms of the kind and number of services it provided, however there was an acknowledgement that further work needed to be undertaken with Contact1Vale as to how such matters could be addressed.

Following a query in relation to opportunities within commercial waste, Committee was advised that the Department would consider the case for business opportunities for commercial waste including any impact to the tax payer.

In recognising that it was important to make savings by reducing the expenditure for agency staff, a Member queried how this was likely to be achieved together with the potential cost of redundancies and whether such actual costs would be taken from the Visible Services' reserve. The Head of Service acknowledged that a number of agency staff were covering vacant posts which was an expensive option for the service, but was a good option whilst the business transformation was ongoing to ensure the protection of permanent jobs. Redundancy payments would be taken from the Visible Services' reserve, the current estimate for this being around £300k but there was also a Council ERR fund with a budget of £600k-£700k that could be utilised.

Although acknowledging that agency staff had been appointed whilst undertaking the review, a Member raised concern as to how they were being kept in the loop with the Head of Service reassuring Committee that she had undertaken a number of briefings with the agency staff and had made it clear from the outset in relation to their appointment.

Members also queried the opportunity to encourage apprenticeships / traineeships as it was apparent that there was a lack of young people working for the Vale and that this was an opportunity to address the current imbalance. Following a specific question as to where apprentices would be positioned in the organisation, the Head of Service advised that there would be a number of trainee graduate positions throughout the service areas, including engineering, within the Neighbourhood teams and in general right across the business. It was suggested that a figure of up to 15% young people should be encouraged. Concern was however also expressed as to

whether the review had adequately addressed all collaboration opportunities and whether there had been missed opportunities.

The Chairman, pointed out that, in her view, the Council should not consider collaborating at this stage until “it had its own house in order”. The Head of Service advised that with regard to the age profile, this had been considered during the review and the Department would look at assisting people to learn and gain experience in many areas. The “People Too” report had also considered five models of operation and had recommended the internal plus collaboration approach as the best way forward for the service with the most important aspect in relation to the review being the invitation for staff to be party to the review, which allowed for ownership of the process. The Director also advised that he had undertaken talks with at least two other Local Authorities, one which had said it would not be in a position to collaborate, and the other stating that they would be interested but were not at this stage yet.

Members, although acknowledging the concept of Neighbourhood Teams and agreeing that in their view this was the appropriate route, recognised the high level of support that would be required. Paragraph 30 referred to the fact that the three Operational Managers for Neighbourhood Services and Engineering would be expected to provide general management cover for each other, as and when necessary, to assist the service area’s management resilience and flexibility. Such flexible working would also offer managers the opportunity to learn all aspects of the service area. Reference was made to mobile working but acknowledging that this would not be the solution for every aspect of the service, although it could save a considerable amount of travel time. Following a request for further information in relation to the Operational Managers’ role, the Head of Service advised that this would entail covering for general management duties and for the Operational Managers to bond and understand how various aspects of the business worked.

The Cabinet Member for Building Services, Highways and Transportation, with permission to speak, recognised that addressing the internal service issues was currently the priority and developments for further collaboration with regional and other Local Authorities could be considered in the future.

Both the Cabinet Member for Visible, Leisure and Regulatory Services and the Cabinet Member for Building Services, Highways and Transportation stated that they considered it important that the review was undertaken by staff rather than via consultants as, in their view, why should the Council need to pay consultants to tell it what its staff already knew. They considered it to be a robust document and the Cabinet Member for Visible, Leisure and Regulatory Services stated that he

supported his Cabinet Member colleague in the view that although there was a long way to go, the Department was saving jobs and doing its best for its staff. He took the opportunity to thank the officers for all their work undertaken to date and requested that the Committee support the review.

The Director, in conclusion, stated that his vision for the service was for a collection of “borough type” services closer to the community.

Following consideration of the report and the presentation, it was subsequently

**RECOMMENDED –**

- (1) T H A T the proposals for changes to the Visible Services and Transport Division, as outlined in the report and presented to Committee, be endorsed.
- (2) T H A T a future report be presented in due course outlining the proposals for further savings and any significant changes to the proposals contained in the Reshaping Services Business Model for Visible Services and Transport.
- (3) T H A T the above recommendations be referred to Cabinet.

Reasons for recommendations

- (1) In order to enable the proposals for changes to the delivery model for Visible Services and Transport to be progressed and following the information provided in the presentation to the Committee.
- (2) In order that further consideration outlining the proposals for further savings can be given and for a report to be presented on any significant changes to the proposals contained in the Reshaping Services Business Model.
- (3) To advise Cabinet of the Committee’s position.

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Cabinet having considered the recommendations of the Scrutiny Committee  
Environment and Regeneration

RESOLVED – T H A T the contents of the report be noted.

Reason for decision

To note the contents of the report.

### **C3536          INDIVIDUAL SCHOOLS PROGRESS PANEL MEETING (REF) -**

The Scrutiny Committee Learning and Culture on the 20 March, 2017 considered the above report of the Managing Director.

The Chairman took the Committee through the report which provided an update on a School Progress Panel meeting that had been held at Bryn Hafren Comprehensive School by a Panel of three Members of the Scrutiny Committee. The Chairman also took the opportunity to thank those who had been involved in the panel, and outlined the relevant issues commencing by advising that following consideration of the GCSE results in August 2016, the Interim Director of Learning and Skills had written to the Chair of Governors on 28<sup>th</sup> October, 2016 detailing the school's performance in recent years, including data and benchmarking for 2016 and referring to minimum expectations which had been agreed with the Headteacher for 2017. That letter had also outlined that although the school had worked very hard to address performance in key areas, the Council remained concerned about the accuracy and reliability of teachers' assessments in relation to WJEC expectations for English. In light of the GCSE results in August 2016 and as a result of the Council's concerns a further Panel visit was requested to be undertaken, which took place on 9<sup>th</sup> December, 2016. The Panel meeting provided an opportunity for the school to demonstrate through the democratic process its ambition and commitment to rapid and sustained progress and to identify any barriers that the school may be facing which could be resolved by the actions of the Council.

The minimum expectations for the school for 2017 were also referred to in the letter of 28<sup>th</sup> October, 2016 and the Central South Consortium's (CSC) School Improvement Service had set aside a significant number of days to challenge and support the school to achieve these.

The table below detailed the minimum expectations required for the 2017 results:

	<b>Minimum Expectations</b>
Percentage of pupils achieving A* - C in English Language	60%
Percentage of pupils achieving 5 A* - C grades in Mathematics	60%
Percentage of pupils achieving 5 A* - C grades including English and Mathematics	55%

Percentage of pupils entitled to free school meals securing 5 A\* - C grades including English and Mathematics 40%

### **Estyn Recommendations**

At the meeting on 9<sup>th</sup> December, 2016, amongst the information presented, the Panel received a detailed account of the school's responses to the Estyn recommendations. It was also noted that following a monitoring visit in March 2016 Estyn had concluded that the school had made insufficient progress in relation to the recommendations of its core inspection which had taken place in May 2012. As a result, Estyn had judged the school as needing significant improvement and the following recommendations were made:

- R(1) Re standards particularly in those areas where there is relative under-performance in English and Mathematics at Key Stage 3 - Judgement - limited progress.
- R(2) Increase proportion of excellent and good teaching - Judgement - satisfactory progress.
- R(3) Ensure that there was a consistent and systematic whole school approach to improving pupils literacy skills - Judgement - satisfactory progress.
- R(4) Improve consistency in the quality of marking so that pupils receive clear advice that helps them improve - Judgement - limited progress.
- R(5) Strengthen the quality of improvement planning to ensure plans link closely with the findings of self-evaluation and include clear targets for improvement - Judgement - satisfactory progress.

In outlining performance at the school, the Headteacher advised the Panel that comparisons with like schools had improved as the benchmark profiles had also improved since the last school inspection. Improvements had also been made at Level 6+ and Level 7+. The school compared its results against schools in the family of schools in the Local Authority and all-Wales results, with many being increasingly favourable. Of note, the Headteacher advised, was the fact that in 2016 the school had achieved its best ever Key Stage 3 results.

The report also outlined progress in relation to the school's Post Inspection Action Plan, performance for pupils receiving free school meals, other school strategies for 2016/17 were

- improving the quality of teaching and learning in English and Mathematics faculties
- increasing the accountability of the English and Mathematics faculties

- improving the quality of leadership and management in English and Mathematics faculties
- actions for Year 11 in 2017 would include the resetting of Year 11 class, amending staffing for key groups of pupils, ensuring key pupil groups had a better teacher / pupil ratio and ensuring that the groups received appropriate additional support interventions.

Pupil progress in relation to English, pupil attendance, school successes, support of the Governing Body, the report and role of the school's Challenge Advisor and in conclusion, the decision of the Panel on the day of the Panel meeting. The Chairman advised that the Panel had relayed their disappointment to the school with regard to the 2016 English results and, in referring to the Interim Director's letter of 28<sup>th</sup> October, 2016, the Panel had advised that they expected the school to meet the minimum expectations contained within that letter that 60% of pupils achieve A\* - C grade in English Language, 60% A\* - C in Mathematics, 55% achieve 5 A\* - C grades including English and Mathematics, and 40% of pupils entitled to free school meals secure 5 A\* - C grades including English and Mathematics. The Panel however, had concern with regard to the school achieving its eFSM expectations.

Following the Panel meeting, it was subsequently recommended:

- (1) That the minimum expectations as outlined in the Interim Director's letter be met.
- (2) That the Panel receives the details of the November and January exam results to its January 2017 Scrutiny Committee meeting.
- (3) That a copy of the next Challenge Advisor's report is also received by the Panel.
- (4) That an accelerated Improvement Board be established for the school as soon as possible, the arrangements for which to be informed by the Interim Director

The Chairman had also at that time, asked the school's Challenge Advisor to attend the Scrutiny Committee when the report was to be presented to provide the Committee with any up to date information. Mr. Stuart Sherman, the school's Challenge Advisor, subsequently advised the Committee that although it was difficult to provide specific details, there were some indicators as to how well the school was performing but unfortunately no specifics at this stage. For Mathematics the school was slightly lower than the previous year, but this was also reflected in the majority of schools within the Consortium. However, the Mathematics department had

recently advised that their targets were now in excess of the target. For English there was less external data but there were some modular results of aspects of the course. However, of note was the fact that the GCSE results coming up in August would now only be considering the subject of English Language within the figures. This was a shame for Bryn Hafren who had always done quite well in the past and to date in English Literature. The current modular result for Literature in March had been notably higher than anticipated and the school had been encouraged by this. They were however more cautious in relation to English Language, but they were optimistic at present. With regard to teaching and learning, a very strong appointment had been made for the Head of English who would start in September 2017. The Consortium had also found monies for further support which was needed for the Summer term.

In acknowledging the changes to GCSE's in August 2016, the Director of Learning and Skills stated that it would be important to wait for the benchmarked results before considering whether any follow up action was required.

Following a request from the Chairman on the work of the Accelerated Improvement Board, the Challenge Advisor commented that they had met on 27<sup>th</sup> January, 2017 and the next meeting was due to take place on 30<sup>th</sup> March, 2017. He could also advise that, broadly speaking, the establishment of a Board had been welcomed by the school, which had meant that their work had been streamlined, there were less meetings taking place and they were more focused. In his view, the establishment of the Accelerated Improvement Board had been a positive development.

Following consideration of the report, it was subsequently

#### RECOMMENDED –

- (1) T H A T the Scrutiny Progress Panel findings as detailed in paragraphs 40 to 43 of the report be accepted.
- (2) T H A T the results of the recent examinations undertaken at the school together with a copy of the latest Challenge Advisor's report be presented to the Panel when available.
- (3) T H A T the verbal update presented at the meeting on the work of the Accelerated Improvement Board be noted and that a further report be presented to the Scrutiny Committee in due course.

(4) T H A T the Committee receives an update report as soon as possible following the GCSE results in August 2017.

(5) T H A T the report and its recommendations above be referred to Cabinet for consideration and / or approval.

Reasons for recommendations

- (1) Having considered the contents of the report.
- (2) To apprise Members.
- (3) To monitor the work of the Accelerated Improvement Board.
- (4) To apprise Members.
- (5) For consideration.

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Cabinet having considered the recommendations of the Scrutiny Committee Learning and Culture

RESOLVED – T H A T the contents of the report be noted.

Reason for decision

To note the contents of the report.

**C3537 STRATEGIC COLLABORATIVE WORKING INITIATIVES UPDATE (L) (SCRUTINY COMMITTEE – CORPORATE PERFORMANCE AND RESOURCES) -**

Cabinet was provided with an update on the Council's strategic collaborative working initiatives.

In recent years, collaborative working activity had increased in pace in response to the challenging financial climate and also in recognition of the value that working in partnership to share skills, expertise and experience could have in tackling increasingly complex issues.

The report provided an overview of the strategic collaborative working initiatives that were currently underway. The initiatives were regularly reported to the Council's Corporate Management Team to ensure maximum value was derived from the work and appropriate oversight was given to this area of Council business.

The compendium attached at Appendix A to the report was maintained to enable oversight of the strategic level collaborative working activity the Council was involved in and provided a description of the various initiatives that were underway. The compendium had been reviewed in the past quarter and was now presented to illustrate how each element of collaborative working aligned with the Council's Well-being Outcomes which were contained in the Corporate Plan.

The Welsh Government White Paper, Reforming Local Government: Resilient and Renewed was issued on 31 January, 2017 and set out the Welsh Government's statement of intent about the future of Local Government in Wales. The White Paper placed an emphasis upon the importance of increased collaboration and greater regional working across and between local government. It set out that regional working should achieve better outcomes for people and communities in the short term, while having a greater focus on prevention and de-escalation resulting in better outcomes in the long term. As evidenced by the content of the compendium, the Council had a good track record of working regionally to ensure the best outcomes for residents of the Vale of Glamorgan. Consultation on the White Paper would close on 11 April, 2017.

At the meeting, the Leader stated that the report showed that the Council was proficient at Strategic Collaborative Working to ensure best outcomes for the citizens of the Vale of Glamorgan.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T the strategic collaborative working initiatives that are in place to support the delivery and development of Council services and the Council's well-being outcomes and objectives be noted and endorsed.
- (2) T H A T the report be circulated by e-mail to all elected members and members of the Public Services Board.

- (3) T H A T further updates be provided to Cabinet on a quarterly basis, in accordance with the Cabinet Annual Strategic Forward Work Programme.

Reasons for decisions

- (1) To note and endorse the overview of strategic collaborative working initiatives.
- (2) To provide elected members and strategic partners with an overview of strategic collaborative working initiatives.
- (3) To provide regular updates for Cabinet.

**C3538 NON DOMESTIC RATES – HIGH STREET RATE RELIEF SCHEME 2017-18 (L) (SCRUTINY COMMITTEE – CORPORATE PERFORMANCE AND RESOURCES) -**

Cabinet was provided with the High Street Rates Relief Scheme for 2017/2018 in respect of qualifying business premises within the Vale of Glamorgan area under discretionary relief powers in accordance with section 47 of the Local Government Finance Act 1988.

An announcement was made on the 17 December, 2016 by the Cabinet Secretary for Finance and Local Government, Mark Drakeford AM, regarding an extra £10 million being made available to help High Street retailers with their non-domestic rates.

The relief was aimed at High Street retailers in Wales and included those retailers that had seen an increase in their rates as a result of the 2017 revaluation undertaken by the Valuation Office Agency.

There were two levels of support available; Tier 1 which was the lower level of support up to a maximum of £500 and Tier 2 which was the higher level of support up to a maximum of £1,500.

Tier 1 – Eligible ratepayers would be High Street retailers whose properties had a rateable value of between £6,001 and £12,000 for the financial year 2017-18 and who met the following criteria:

- were in receipt of Small Business Rates Relief on 1 April, 2017; and/or
- were in receipt of Transitional Relief on 1 April, 2017.

Tier 2 – Eligible ratepayers would be High Street retailers whose properties had a rateable value of between £12,001 and £50,000 for the financial year 2017-18 and who met the following criteria:

- were not in receipt of Small Business Rates Relief or Transitional Relief on 1 April, 2017; and
- Had an increase in their liability on 1 April, 2017 as a result of the 2017 revaluation.

In order to ensure maximum take-up, whilst minimising the administrative burden for ratepayers and local authority staff, where qualifying businesses could be identified then any entitlement would automatically be awarded without the need of an application.

The remaining businesses who may qualify for assistance would be sent an application form in order for the Council to determine their eligibility.

The various types of businesses eligible for relief would be occupied High Street properties such as shops, restaurants, cafes and drinking establishments. More detailed eligibility criteria were shown in the Welsh Governments Non-domestic Rates High Street Rates Relief Guidance that was attached at Appendix A to the report.

A model resolution was attached at Appendix C to the report for the Council to adopt this discretionary relief.

After this item had been presented, the Cabinet Member for Visible, Leisure and Regulatory Services commented that the Welsh Government High Street Rates Relief Scheme gave support to Local Businesses.

This was a matter for Executive and Council decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

(1) T H A T Cabinet recommends to full Council the following:

- Adopts the High Street Rates Relief Scheme for 2017-18 in accordance with the provisions contained in Section 47 of the Local Government Finance Act 1988.
  - Resolves to award relief to all qualifying businesses as in accordance with the Non-domestic Rates High Street Rates Relief Guidance issued by the Welsh Government at Appendix A to the report.
  - Resolves to automatically award entitlement to those qualifying business that can be identified through records held by the Council.
  - Resolves to award entitlement to the remaining businesses that may be eligible following receipt of a valid application form.
- (2) T H A T the use of Article 14.14 of the Council's Constitution (urgent decision procedure) be authorised in respect of resolution 1 above.

#### Reasons for decisions

(1&2) To enable a scheme to be adopted using discretionary relief powers under section 47 of the Local Government Finance Act 1988 for the provision of High Street Rates Relief for qualifying business premises within the Vale of Glamorgan area for the period 1 April, 2017 to 31 March, 2018.

#### **C3539      REFIT PROPOSALS FOR COUNCIL BUILDING ASSETS (L) (SCRUTINY COMMITTEE – CORPORATE PERFORMANCE AND RESOURCES) -**

Approval was sought for the Council to enter into an agreement to use ReFit Cymru, an energy performance guaranteed OJEC compliant scheme to improve the energy efficiency of its own buildings.

ReFit Cymru was a Welsh Government promoted scheme that aimed to accelerate the energy efficiency improvement of all public sector buildings in Wales. ReFit Cymru gave welsh public bodies the opportunity to use a UK framework comprising 16 contractors to improve the energy efficiency of their buildings. Measures such as energy efficient lighting upgrades, boiler system upgrades and fabric insulation were some of sixty three potential measures that could be included within ReFit.

Assistance in the administration of ReFit was provided by the Welsh Government via the ReFit Cymru Project Implementation Unit (PIU), Green Growth Wales and Local Partnerships. The support provided by the PIU included helped in securing funding and resources, project brief development, delivery of the mini competition process and obtaining investment grade proposals. The amount of assistance that was taken would determine the pro rata costs that may be incurred if ReFit were abandoned. If

it was agreed that the Council joined the ReFit programme a payment of £10,000 would be required to contribute towards costs.

The capital finance required was being provided in Wales by the Welsh Government in the form of interest free loans repayable through the savings achieved by implementing the energy efficiency measures. The money was in the form of Salix Energy Efficiency Loans and/or Invest to Save Loans.

ReFit would be delivered in two or three phases for approximately 72 of the buildings identified as being in scope over a three year programme.

The ReFit scheme had been positively received by the Council's Insight Board (15 February, 2017) and the Corporate Management Team (1 March, 2017). Also, following presentations on 12 January and 13 January, 2017 to school Head Teachers, positive responses were received,

At the meeting, the Section 151 Officer commented that she had received positive feedback from school Head Teachers in regards to ReFit Cymru scheme. In response to a query by the Leader in regards to paragraph 10 of the report, the Director of Environment & Housing Services commented that the Council's existing LED street lighting plan was progressing as planned, and the ReFit proposals could include lights not covered by the existing LED strategy.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T the ReFit Cymru scheme be adopted by the Council.
- (2) T H A T delegated authority be granted to the Head of Finance in consultation with the Leader of the Council to apply for Welsh Government interest free invest to save loans associated with the ReFit programme.
- (3) T H A T delegated authority be granted to the Head of Finance in consultation with the Leader of the Council to enter into an agreement with Local Partnerships and the Welsh Government to allow the ReFit Cymru scheme to progress.

- (4) T H A T delegated authority be granted to the Head of Legal Services to sign the access and client support agreements for the ReFit Cymru programme.
- (5) T H A T delegated authority be granted to the Head of Finance in consultation with the Leader of the Council to increase the capital programme to reflect the ReFit invest to save loans during the ReFit programme as the spend profiles become known.

Reasons for decisions

- (1-4) In order that the ReFit programme could be adopted by the Vale of Glamorgan Council and that the potential benefits could be realised.
- (5) In order that the Capital budget could be adjusted in accordance with the cost of ReFit works when they became available.

**C3540 CODE OF CORPORATE GOVERNANCE 2017 (L) (SCRUTINY COMMITTEE – CORPORATE PERFORMANCE AND RESOURCES) -**

Approval was sought to adopt the revised Code of Corporate Governance 2017 that was attached at Appendix A to the report.

The draft Code of Corporate Governance 2017 had been reviewed by the Council's Corporate Management Team and Insight Board. The Code incorporated the Core Principles and Sub-Principles as set out in the CIPFA/SOLACE publication. In addition it incorporated the principles introduced as a statutory duty by the Well-being of Future Generations (Wales) Act, in particular the five ways of working.

Good governance enabled the Council to pursue its vision effectively as well as underpinning that vision with sound arrangements for control and management of risk.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

**RESOLVED – T H A T** the revised Code of Corporate Governance as attached at Appendix A to the report be approved and adopted.

Reason for decision

To contribute to the Council's robust governance framework.

**C3541 ELECTED MEMBERS' ICT GUIDE (L) (SCRUTINY COMMITTEE – CORPORATE PERFORMANCE AND RESOURCES) -**

Approval was sought for the Elected Members' ICT equipment guide.

Since the above report, officers had undertaken a review of guidance for Elected Members covering their use of ICT equipment. The draft Guide, attached at Appendix A to the report, reflected the approach which it was considered should be adopted. The Guide included reference to the type of equipment to be made available to Members, the officer support in terms of ICT provision and, importantly, guidelines designed to ensure appropriate use of equipment (covering areas such as Data Protection).

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED – T H A T the draft Elected Members' ICT Guide, attached at Appendix A to the report, be approved.

Reason for decision

To provide clarity and consistency for Elected Members in terms of their use of ICT equipment and compliance with related Data Protection requirements.

**C3542 ANNUAL EQUALITY MONITORING REPORT 2015-2016 (L) (SCRUTINY COMMITTEE – CORPORATE PERFORMANCE AND RESOURCES) -**

Approval was sought of the Annual Equality Monitoring Report that was attached at Appendix A to the report.

The Equality Act 2010 included a public sector equality duty (the 'general duty') as well as specific duties for Wales. The specific duties included the requirement to publish an annual report by 31 March each year. The annual report had to set out:

- the steps the Council had taken to identify and collect relevant information;

- how the Council had used this information in meeting the three aims of the general duty;
- any reasons for not collecting relevant information;
- a statement on the effectiveness of the Council's arrangements for identifying and collecting relevant information;
- progress towards fulfilling each of the Council's equality objectives;
- a statement on the effectiveness of the steps that the Council had taken to fulfil each of its equality objectives;
- specified employment information, including information on training and pay (unless it had already published this information elsewhere).

The report showed the council's position in respect of equality objectives at the end of the life of the Strategic Equality Plan 2012 - 2016. These objectives had been retained and further developed for the current plan 2016 - 2020.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED – T H A T the Annual Equality Monitoring Report for 2015 - 16, attached at Appendix A to the report, be approved for publication.

Reason for decision

In order that progress towards meeting the public sector equality duty and the specific duties for Wales could be published and were made available for scrutiny by the Equality and Human Rights Commission and others.

**C3543 USE OF THE MANAGING DIRECTOR'S EMERGENCY POWERS (L)  
(SCRUTINY COMMITTEE(S) – ENVIRONMENT AND REGENERATION,  
HEALTHY LIVING AND SOCIAL CARE, CORPORATE PERFORMANCE AND  
RESOURCES)**

Cabinet was notified of the exercising of Emergency Powers by the Managing Director since the last report in February 2017.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED – T H A T the exercising of the Managing Director's Emergency Powers as indicated below be noted:

(a) **LED Supply Contract for replacement of standard conventional residential street lighting with LED lanterns**

Authority to award the LED Supply Contract for replacement of standard conventional residential street lighting to Urbis Schröder Limited at a value of £569,739.00 on the grounds of best value to Council and to enable the contract to be awarded at the earliest opportunity to avoid delays in commencement of the works on site.

(Scrutiny Committee – Environment and Regeneration)

(b) **Increase approval of Major Adaptation Grant 150027**

The Major Adaptation Grant reference 150027 was approved at £49,392.78 but since that approval the cost of works to facilitate the adaptation had exceeded the policy limit of £60,000.

Authority was sought to increase the grant approval for Grant Reference 150027 to £70,000 to be funded from the Disabled Facilities / Major Adaptation budget.

(Scrutiny Committee – Economy and Regeneration)

(c) **MCA Bathymetric Survey**

Authority to take advantage of an opportunity to work in partnership with the Hydrography Department of the Government Agency, the Maritime and Coastguard Agency (MCA) and the National Coastal Monitoring Programme in conjunction with accepting a Welsh Government grant of £72,825 subject to formal acceptance of the grant funding offer to meet the cost of the survey of the near shore in the amount of £94,535, with a further £2,565.00 of associated staff costs likely to be incurred for managing the project and liaising with other partner delivery organisations.

The Swansea and Carmarthen Bay Coastal Engineering Group (SCBCEG) would fund 25% of the survey costs from Lavernock Point to Worms Head

(£21,775), with the Council providing 25% funding (£2,500) for the Penarth frontage which fell outside the Coastal Group area.

Authority was therefore sought to enable:

- A Memorandum of Agreement to be entered into by the Vale of Glamorgan Council, (acting as Lead Authority for the SCBCEG) for the Vale and MCA to work in partnership individually or collectively, to undertake surveys where funding had been agreed for survey areas;
- To enable an appropriate order to be raised with the MCA for the additional survey work;
- An offer of Welsh Government grant funding to be accepted by the Council (as detailed above) to ensure all necessary funding was in place for the surveys to commence in April 2017.

(Scrutiny Committee – Environment and Regeneration)

**(d) Welsh Government Wales Play Opportunities Funding**

Authority to accept a late grant offer from Welsh Government for the above Play Activities which must be spent by 31 March, 2017 in the amount of £1,923 which was proposed to be put towards purchasing additional play equipment for parks.

(Scrutiny Committee – Healthy Living and Social Care)

**(e) ICF - Capital Grant - Change to the Capital Programme 2016/17**

Authority to accept additional ICF funding approved by the Cardiff and Vale University Health Board used to amend the Capital Programme to include budget of £50,086.42. Funding to enable works to be carried out at The Cedars, Barry.

(Scrutiny Committee – Corporate Performance and Resources)

**(f) Welsh Government's (WG) Vibrant and Viable Places (VVP) pipeline funding for 2016/17 in respect of the settlement of Barry**

Provision of additional cycleway at Barry Island –

- (i) Authority to accept further funding from WG in respect of reviewed VVP funding allocation of £141,250 (£109,000 for Harbour Road Car Park

Cycleway Scheme Phase 5 and £32,250 for Causeway Improvement Scheme).

(ii) Authority for match-funding of £69,855 currently in the 2016/17 Capital Programme for Harbour Road Car Park Cycleway Scheme Phase 5 to be slipped into the financial year 2017/18.

(Scrutiny Committee - Environment and Regeneration).

Reason for decision

To note the use of the exercising of Emergency Powers by the Managing Director since the last report.

**C3544 BARRY TOWN CENTRE GATEWAY REGENERATION (RE)  
(SCRUTINY COMMITTEE – ENVIRONMENT AND REGENERATION) -**

Cabinet was advised of two proposed Barry Town Centre Gateway Regeneration Projects: (a) the Gladstone Road Regeneration Project and (b) the Dock View Road Regeneration Project identified indicatively in Appendix A attached to the report

As reported to Cabinet at its meeting of 28 March, 2012 (Cabinet Minute C1681 refers) consultancy Powell Dobson Urbanists (“the Urbanists”) was appointed by the Vale of Glamorgan Council in March 2009 to complete a study titled “Barry Town Centre – Framework For Future Public Realm Improvements” (“the Framework”). Completed during early 2010 the Framework document provided Public Realm Sketch Proposals for: Central Holton Road, Thompson Street, Gladstone Road and Dock View Road areas.

The Gladstone Road and Dock View Road Areas, shown indicatively in Appendix A attached to the report, were key gateways at the west end and the east end of Barry town centre. A Project Board had been established to oversee the regeneration of these areas subject to viability and funding. The Project Board comprised the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director, Head of Regeneration & Planning and the Head of Finance. The Project Management Unit and a multi-disciplined officer Project Team along with consultants as may be required would support the Project Board.

**GLADSTONE ROAD REGENERATION**

The Urbanist's Study put forward an indicative sketch concept proposal for holistically regenerating the Gladstone Road area by way of various highway and public realm enhancements as outlined in Appendix B as attached to the report and the identification of potential development sites. It was intended to facilitate the regeneration of the Gladstone road area through a survey and pre-feasibility/feasibility exercise, the preparation of a comprehensive Master Plan, Planning Brief, and (subject to feasibility) detailed engineering and public realm urban design drawings and the completion of cost estimated for the proposed works. The Master Plan and Planning Brief would be subject to consultation with the landowners, key stakeholders and the local community.

The Primary Objective of the Gladstone Road Regeneration Project would be to facilitate the comprehensive regeneration of the area in the spirit of the scheme concept put forward by the Urbanists (although the actual final Master Plan layout may vary depending on the outcome of the pre-feasibility and feasibility work) in order to bring about integrated environmental, economic and social/community regeneration benefits for the area.

## **DOCK VIEW ROAD REGENERATION**

In terms of the Dock View Road area outlined in Appendix A attached to the report, the Urbanist's Study did not put forward a concept proposal for its regeneration but identified various development opportunities for further consideration alongside the public highway. It was therefore proposed to investigate in more detail potential development opportunities within the vicinity of the Dock View Road area in terms of Council owned land and in liaison with third party land owners and key stakeholders.

A location that would be focused on was third party land in the vicinity of Barry Docks Station to determine if there was an opportunity for this area to be regenerated as a key arrival point to the town by rail referred to in Appendix D as attached to the report. It was proposed for a Planning Brief and Master Plan to be prepared (to be commenced later in 2017/18 or in 2018/19 after completing the Gladstone Road Regeneration master planning and Planning Brief exercise) in liaison with third party landowners, key stakeholders and the local community for this location. The aim of the Planning Brief and Master Plan would be to set the framework for encouraging third party landowners to bring forward potential redevelopment proposals at this location with an emphasis again on encouraging design quality and achieving a local sense of place, and a clear gateway to the town centre.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T authority be granted to the Head of Regeneration and Planning (in consultation with the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director, and Head of Finance) to coordinate delivery of (a) the Gladstone Road Regeneration Project and (b) the Dock View Road Regeneration Project identified indicatively in Appendix A attached to the report.
- (2) T H A T authority be granted for the Head of Regeneration & Planning (in consultation with the Leader, Cabinet Member For Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director and Head of Finance) to facilitate for (a) the Gladstone Road Regeneration Project a survey and feasibility study, the preparation of a comprehensive Master Plan, Planning Brief, and the preparation of detailed engineering and public realm urban design drawings in consultation with the local community, landowners and other key stakeholders and for (b) the Dock View Road Regeneration Project to facilitate a Master Plan and Planning Brief in consultation with the local community, landowners and other key stakeholders.
- (3) T H A T the budget proposal set out in paragraph 16 of the report be approved and the 2017/18 Capital Programme be amended accordingly.
- (4) T H A T authority be granted for the Head of Regeneration & Planning (in consultation with the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director and Head of Finance) to prepare and submit applications for grant aid, if and when available, to raise the necessary funding to facilitate the physical delivery of highway, public realm and any other appropriate works necessary to facilitate the Gladstone Road Regeneration Project.
- (5) T H A T authority be granted for the Head of Regeneration & Planning (in consultation with the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director and Head of Finance) to tender and let a works contract for the physical delivery of highway, public realm and any other appropriate

works associated with the Gladstone Road Regeneration Project, subject to funding and statutory consents.

- (6) T H A T authority be granted for the Head of Regeneration & Planning (in consultation with the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director and the Head of Finance) to facilitate discussions with landowners and key stakeholders in order to investigate regeneration and land development opportunities within the vicinity of (a) the Gladstone Road Regeneration Project and (b) the Dock View Road Regeneration Project.
- (7) T H A T authority be granted for the Head of Regeneration & Planning (in consultation with the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, the Managing Director and the Head of Finance) to:
- Determine the viability of the Council owned Gladstone Road Bridge Compound Site (identified indicatively in Appendix C attached to the report) for redevelopment.
  - Agree the final site boundary;
  - and if viable to dispose the site by way of a 999 year leasehold opportunity, on the open market or to solely invite the four Registered Social Landlords for the Vale of Glamorgan to bid for the site (subject to the discretion of the Head of Regeneration & Planning (in consultation with the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director and Head of Finance)) as a development opportunity for Residential (Use Class C3) and preferably as a mixed use development with other enabling land use or uses (such as retail, commercial, business, community and/or education or other appropriate land use or uses) subject to viability and planning.
- (8) T H A T authority be granted for the Head of Regeneration & Planning to appoint property surveyors to assist with the investigations into regeneration and land development opportunities within the vicinity of (a) the Gladstone Road Regeneration Project and (b) the Dock View Road Regeneration Project and appoint other consultants as may be required to assist with delivery of the two projects including appointing property advisors to assist with the disposal of the Gladstone Road Bridge Site Compound.

- (9) T H A T authority be granted for the Head of Legal Services to prepare, execute and complete all legal documentation required to facilitate the disposal of the Gladstone Road Bridge Compound Site.

#### Reasons for decisions

- (1) To authorise the Head of Regeneration and Planning in consultation with (the Leader, Cabinet Member for Regeneration & Education, Cabinet Member for Building Services, Highways and Transportation, Managing Director and the Head of Finance) to oversee project delivery.
- (2) To authorise facilitating for (a) the Gladstone Road Regeneration Area Project a survey and feasibility exercise, Master Plan, Planning Brief, and the preparation of detailed engineering and public realm urban design drawings and for (b) the Dock View Road Regeneration Project to facilitate a Master Plan and Planning Brief.
- (3) To assist progression of the project.
- (4) To authorise the preparation and submission of applications for grant aid to assist with delivery of the Gladstone Road Regeneration Project;
- (5) To authorise the tendering and letting of a works contract(s) for the physical delivery of highway, public realm and any other appropriate works associated with the Gladstone Road Regeneration Project.
- (6) To authorise discussions with landowners and key stakeholders within the vicinity of the projects to investigate opportunities for facilitating the regeneration of land within the vicinity of the project areas.
- (7) To authorise subject to viability the disposal of the Council owned Gladstone Road Bridge Compound Site for redevelopment.
- (8) To authorise the appointment of property surveyors and other consultants as may be required to assist with project delivery along with property advisors to assist with the disposal of the Gladstone Road Bridge Site Compound.
- (9) To authorise the preparation, execution and completion of all legal documentation required to facilitate the disposal of the Gladstone Road Bridge Compound Site.

**C3545 BARRY REGENERATION PROJECT DEVELOPMENT FUND FOR THE YEARS 2017/18 TO 2021/22 (RE) (SCRUTINY COMMITTEE – ENVIRONMENT AND REGENERATION) -**

Delegated authority was sought to approve the use of the Barry Regeneration Project Development Fund for the years 2017/18 to 2021/22.

The Council had a recurring sum in the capital programme for the years 2017/18 to 2021/22 (Council 1 March, 2017 Minute 863 and Cabinet 20 February, 2017 Minute C3468 refers). This allocation was used for preparatory work to enable the implementation of capital schemes such as feasibility, site investigation and concept design work; detailed design work; highway and building construction work over and above routine maintenance; project management in keeping with good practice for major projects; to appointment property surveyors, property advisers and other consultants as may be required to assist with project delivery; and, project match funding to lever in capital funding from external funding sources.

There was need to retain the appropriate flexibility on possible future uses of the Barry Regeneration Project Development Fund allocation as the Council and partner organisations strove to deliver in a financial climate that was and would continue to be tough. The Welsh Government's Vibrant and Viable Places programme was currently being refocused following the National Assembly for Wales's election in May 2016 and any new Programme would be likely to start from April 2018 and it was considered that it would reflect the previous Vibrant and Viable Places programme subject to confirmation by the Cabinet Secretary.

During the course of 2017/18 the Sense of Place and Gateway Regeneration projects were expected to become key elements of the regeneration programme in Barry.

After presenting this item, the Cabinet Member for Regeneration and Education noted that Ward Member consultation had been carried out and that comments had been received from:

- Councillor Egan, who supported the recommendations.
- Councillor Johnson, who submitted the following statement:

“I support the proposals for delegated authority, subject to regular reports to the Environment and Regeneration Scrutiny Committee and Council where relevant.

As a town centre councillor, I am disappointed that funding streams for further regeneration are unclear as we still await news from Welsh Government about the future of the Vibrant and Viable Places scheme. It would have been better if Welsh Government had maintained the Strategic Regeneration Areas rather than shift the emphasis in 2013 to these new schemes. I hope that further Welsh Government funding will be provided to support regeneration in Barry.

Within that context, and supporting the Barry Town Centre Gateway proposals, I support the appointment of a Regeneration Officer and agree that such funding should be considered revenue rather than capital.

Any 'Place Board' that is brought forward must be transparent and accountable. The failure to include opposition councillors from Barry within the Advisory Group was a mistake and undermined any claims to inclusivity. This should not be repeated within the new Place Board."

- Councillor Bertin, who submitted the following statement:

"I am happy to support your recommendations.

I trust there is a sufficient amount being considered. Let us hope that this brings further investment into the town.

My questions are:

1. How will you show measurable outcomes?
2. Will Barry Town Council also have an input in this?
3. Can the regeneration of Holton Road Shopping area by King Square be a future consideration?"

In response to these questions, the Cabinet Member for Regeneration and Education commented that:

1. The Vale of Glamorgan Public Opinion Survey was a useful source of consistent and comparable information in respect of the Vale of Glamorgan's town centres and how they were rated. Some qualitative questions may be added as appropriate. For example, questions could be added to measure visitor and business awareness of the regeneration work undertaken.
2. The Cabinet report stated in paragraph 12 that decisions by the Vale of Glamorgan Council as lead partner for regeneration in Barry were made

through the constituted Council, Cabinet and officers with delegated authority. That said, the Cabinet Member for Regeneration and Education recognised that proposals needed to be developed through discussions with partners, as appropriate.

3. Barry Town Centre Gateway Regeneration was the subject of the previous report on the agenda for this meeting of Cabinet. The Gladstone Road and Dock View Road areas would be the initial focus of the proposed Planning Brief and Master Plan work. That said, the Cabinet Member for Regeneration and Education recognised the importance of retaining the appropriate flexibility on the use of the funding allocation to consider other areas including the one identified. In addition, the Cabinet Member noted that Barry Library had worked positively with local traders and hosted activities on Kings Square to benefit the local economy over the Easter holidays.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T delegated authority be granted to the Head of Finance in consultation with the Leader, Cabinet Member with responsibility for Regeneration and Education and the Head of Regeneration and Planning to approve the use of the Barry Regeneration Project Development Fund for the years 2017/18 to 2021/22 and, to make additions, deletions or transfers to or from as appropriate.
- (2) T H A T the Head of Regeneration and Planning in conjunction with the Head of Finance and the Head of Legal Services be authorised to negotiate terms and conditions for the appointment of third-party suppliers/providers where required.
- (3) T H A T the Head of Legal Services in conjunction with the Head of Finance be authorised to prepare, complete and execute the required legal documentation to enable third-party suppliers/providers to be appointed where required.
- (4) T H A T the capital programme be reduced by £39,000 in 2017/18 and funded via revenue.

Reasons for decisions

- (1) To enable the capital allocation to be managed effectively and to allow project preparation work to either continue or commence and, in doing so contribute to the delivery of future investment and development opportunities.
- (2) To allow project preparation work to either continue or commence and, in doing so contribute to the delivery of future investment and development opportunities.
- (3) To allow project preparation work to either continue or commence and, in doing so contribute to the delivery of future investment and development opportunities.
- (4) To enable the funding to be included within the revenue budget.

**C3546 COMMUNITY INFRASTRUCTURE LEVY (RE) (SCRUTINY COMMITTEE – ENVIRONMENT AND REGENERATION) -**

Cabinet was advised on the progress made to adopt Community Infrastructure Levy (CIL) to date within the Vale of Glamorgan, the recent independent review of CIL commissioned by the Department for Communities and Local Government (DCLG), current S106 procedures and contributions and the likely future of CIL in Wales and the Vale of Glamorgan.

The Community Infrastructure Levy (CIL) came into force in April 2010 and allowed local authorities to raise funds from owners or developers of land undertaking new building projects in their area, to help fund infrastructure. CIL legislation fell within the remit of the Department for Communities and Local Government (DCLG), and had not been devolved to Welsh Government.

On 21 February, 2011 Cabinet resolved to commence work on preparing a Community Infrastructure Levy (CIL) for the Vale of Glamorgan. CIL had been progressed in tandem with the preparation of the Local Development Plan (LDP). The LDP Examination in Public commenced in January 2016. Following hearing sessions, the submission of a number of Action Points and further hearing sessions, the Council was awaiting the Inspector's Report, which would advise whether the Plan could be adopted by the Council.

The Council had been in the process of updating the evidence necessary, based on the growth identified in the LDP, to establish a draft charging schedule for CIL. It was hoped that the Council would have a CIL charging schedule in place in 2017. Work had been undertaken with consultants updating viability work and officers were working on providing a robust evidence base to cost all infrastructure works to accommodate growth to identify any gaps in funding, which would justify the introduction of CIL.

CIL was intended to operate alongside a scaled back system of section 106 planning obligations, which would only be used for site-specific items and affordable housing. CIL was a local levy and it was the responsibility of planning authorities in England and Wales to decide whether to introduce it. CIL was introduced with a view of providing a faster, fairer and more transparent way of collecting contributions towards the infrastructure necessitated by the impacts of development.

The Government commissioned an independent review of the Community Infrastructure Levy in November 2015. The research examined the amount of revenue CIL was raising, the types of development that were paying CIL, impacts on viability and the operation of the neighbourhood share of CIL. In summary, the report concluded that CIL was not achieving its original objectives of providing a faster, fairer and more transparent way of collecting contributions towards the infrastructure necessitated by the impacts of development, and that there was a better way of achieving the original objective. Principally, the review stated that CIL had not raised as much money as was envisaged by Government, nor was it raising as much as local authorities were anticipating. There was also evidence that CIL had an impact on the delivery of affordable housing in Local Authorities (LA's).

Welsh Government had confirmed that CIL had been devolved to Wales as part of the Wales Act and they anticipated the powers coming across in April 2018. A Transfer of Functions Order would be required to allow Welsh Ministers to modify existing secondary legislation.

In light of this, Welsh Government may choose to continue with CIL as set out in the existing regulations, or chose to amend the system or scrap it altogether. Given the degree of uncertainty to the future of CIL in Wales the report stated it would be prudent to put all work on CIL in abeyance until there was clarity on the way forward.

At the meeting, the Head of Regeneration and Planning noted that the Council had benefited from significant Section 106 contributions since 2009 and in his opinion the Section 106 scheme outcomes were more successful and appropriate than CIL.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T until a clear direction from Department for Communities and Local Government (DCLG) or the Welsh Government on the future of Community Infrastructure Levy (CIL) (depending on when any devolved powers are in place), progress on CIL be placed in abeyance.
- (2) T H A T subject to the approval of resolution 1 above, a further report be presented to Cabinet when there is clear direction from Department for Communities and Local Government (DCLG) or the Welsh Government on the future of CIL, on any changes to the CIL regulations or proposals for a replacement development tariff.
- (3) T H A T the report be referred to Planning Committee for information.

Reasons for decisions

- (1) To avoid unnecessary or abortive work on CIL preparation given the financial costs and significant officer time to continue to progress CIL and given that it was likely that CIL was to be replaced by a new form of development tariff.
- (2) To ensure Members were advised of any changes in legalisation and devolved powers and to agree a way forward, should a new form of development tariff be introduced.
- (3) To advise Planning Committee of the current position in respect of CIL.

**C3547      RESHAPING SERVICES – CATERING PROJECT (RE) (SCRUTINY COMMITTEE(S) – LEARNING AND CULTURE, CORPORATE PERFORMANCE AND RESOURCES) -**

Cabinet was presented with the results of the consultation process relating to the Reshaping Services Catering Project in order to enable a decision on the future operating model of the service to be made.

On 20 February, 2017 Cabinet received a report setting out the options for the future delivery of the Catering Service based on the Local Authority Trading Company (LATC) and Internal Service Transformation. Cabinet endorsed the LATC Business Plan and granted approval in principle for the creation of a LATC for the Catering Service, subject to consideration by Learning & Culture Scrutiny Committee and Corporate Performance & Resources Scrutiny Committee, as well as consultation with Staff and Trade Unions as part of the on-going consultation process. (Minute C3475 refers)

Full details of the proposals, including the previous Cabinet report, were included in Appendix 1 attached to the report. That report contained a full appraisal of a range of options and detailed proposals for the LATC and Internal Service Transformation models in the form of business plans.

The report was referred to the Learning & Culture Scrutiny Committee on 20 March, 2017 and the Corporate Performance & Resources Scrutiny Committee on 21 March, 2017. The report was endorsed by both committees. The minutes of the committees were attached at Appendix 2 and Appendix 3 to the report respectively.

All colleagues of the Catering Service were invited to staff engagement sessions held on 23 February, 2017 at which the Catering Manager provided an update on the progress of the project and outlined the proposals presented to Cabinet on 20 February, 2017. Details of this staff consultation were set out in paragraphs 23 to 28 of the report. An overview of the feedback, attached at Appendix 4 to the report, was presented to Learning and Culture Scrutiny Committee and Corporate Performance and Resources Scrutiny Committee. In addition specific Trade Unions meetings were held on Tuesday 14 February, 2017 to discuss the proposals and invite comments.

An Equalities Impact Assessment scoping exercise had been completed considering the implications of implementing the preferred option of the LATC and was attached at Appendix 5 to the report and also referenced in Appendix 1 attached to the report. As highlighted throughout Appendix 1 attached to the report, the proposal was considered to have a neutral impact on protected characteristics. Any changes would be reported to members in a timely manner.

The report set out the key issues identified following consideration of the report by the Scrutiny Committees as well as staff and engagement with the Trade Unions and was presented to enable Cabinet to reach a decision on the future operating model for the Catering Service. Following the consultation process, the report recommended that the preferred option of the LATC (as previously endorsed in principle) should be adopted.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T the contents of the report, which addresses the issues raised during the on-going consultation relating to the Reshaping Services Catering Project, be noted.
- (2) T H A T the proposals contained in the Business Plan (attached at Appendix C of Appendix 1 to the report) to create a Local Authority Trading Company as outlined in the report, be approved.
- (3) T H A T subject to resolution two above, the implementation plan as outlined in the report and the proposed creation of a Local Authority Trading Company in Year 3 as referred to in the business plan as set out in Appendix 1 attached to the report, be approved.
- (4) T H A T subject to resolutions two and three above, delegated authority be granted to the Director of Learning & Skills, in consultation with the Leader, Cabinet Member for Regeneration & Education and Managing Director to:
  - Undertake the necessary consultation and engagement activity as described in the report;
  - Respond as appropriate to any points raised as part of the engagement and consultation process;
  - Report back to Cabinet any material changes to the proposals resulting from the consultation process; and
  - Progress the implementation of the proposals following conclusion of all necessary consultation and engagement activity.
- (5) T H A T Cabinet receive a further report detailing the progress made following implementation of the first year of the business plan, including progress made against the actions taken; and to take account of any changes required to the underpinning assumptions made as implementation progresses and further the setting out of proposals related to the governance arrangements of the proposed company.

### Reasons for decisions

- (1) To provide Members with all relevant information including the issues identified during the on-going consultation process in reaching a decision on the implementation of the proposals for the Catering Service (which was a tranche one service review project within the Reshaping Services Programme).
- (2) To authorise in Year 3 of the business plan the creation of a Local Authority Trading Company for the service.
- (3) To enable the effective management and implementation of the project, including the creation of a Local Authority Trading Company in Year 3 of the business plan following a period of preparatory work.
- (4) To ensure the process of required consultation and engagement work with Trade Unions, staff and other stakeholders was undertaken efficiently and effectively in line with Council policies and procedures.
- (5) To enable Cabinet to consider the progress being made in implementation of the business plan and to enable necessary steps to be taken to work towards the establishment of the company, including the work necessary to develop the governance arrangements, including the Articles of Association and Company Board.

### **C3548 VALE OF GLAMORGAN LEARNING AND SKILLS DIRECTORATE RESPONSE TO THE CHILDREN, YOUNG PEOPLE AND EDUCATION COMMITTEE CONSULTATION ON THE ADDITIONAL LEARNING NEEDS AND EDUCATION TRIBUNAL (WALES) BILL (RE) (SCRUTINY COMMITTEE – LEARNING AND CULTURE) -**

Cabinet was provided with the opportunity to consider and endorse the Learning and Skills Directorate response to the Children, Young People & Education Committee Consultation on the Additional Learning Needs and Education Tribunal (ALN & ET) (Wales) Bill attached at Appendix A to the report.

The Additional Learning Needs and Education Tribunal (Wales) Bill made provision for a new statutory framework for supporting children and young people with additional learning needs (ALN). This replaced existing legislation surrounding Special Educational Needs (SEN) and the assessment of children and young people with Learning Difficulties and/or Disabilities (LDD) in post-16 education and training.

The Bill also continued the existence of the Special Educational Needs Tribunal for Wales, which provided for children, their parents and young people to appeal against decisions made by the local authority in relation to their or their child's ALN, but renamed it the Education Tribunal for Wales. The response that was incorporated in the body of the report had already been issued to the committee. It was reported to Cabinet for completeness and for endorsement.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED – T H A T the response to the National Assembly for Wales' Children, Young People & Education Committee consultation on the Additional Learning Needs and Education Tribunal (Wales) Bill be approved.

Reason for decision

To enable the National Assembly for Wales' Children, Young People & Education Committee to consider the views of the Vale of Glamorgan Council in relation to the future development of the Additional Learning Needs & Education Tribunal (Wales) Bill.

**C3549 COUNCIL APPROVAL OF THE INSTRUMENT OF GOVERNMENT FOR ST HELEN'S CATHOLIC PRIMARY SCHOOL (LEGAL PROCESS FOR NAMING THE SCHOOL) (RE) (SCRUTINY COMMITTEE – LEARNING AND CULTURE) -**

Approval was sought for the name of the newly amalgamated Catholic primary school in Barry as St Helen's Catholic Primary School.

The Council had previously approved the proposal to amalgamate St Helen's Infant and Nursery and St Helen's Junior Schools to become St Helen's Catholic Primary School to take effect from 1 May, 2017.

The Local Authority had to make the new school's Instrument of Government to comply with the Government of Maintained Schools (Wales) Regulations 2005. This was the legal process for naming a new school.

The temporary governing body of the new school determined the size of the new school's governing body at their meeting on 9 March, 2017 and accordingly the draft

Instrument of Government was attached to the report at Appendix 1. The new school's governing body needed to be established by the end of the first term in which the new school opened which would be by 31 August, 2017.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T the Instrument of Government attached at Appendix A to the report be approved, and consequently the name of the newly amalgamated school be approved as St Helen's Catholic Primary School.
- (2) T H A T the use of Article 14.14 of the Council's Constitution (urgent decision procedure) be authorised in respect of resolution 1 above.

Reasons for decisions

- (1&2) To ensure that the naming of the school complied with the legal framework by 1 May, 2017.

**C3550 SHARED REGULATORY SERVICES – REVIEW OF JOINT WORKING AGREEMENT (VLRS) (SCRUTINY COMMITTEE – ENVIRONMENT AND REGENERATION) -**

Changes to the Joint Working Agreement between the participant Councils for the provision of Regulatory Services were recommended.

In April 2015, Bridgend County Borough Council, the City Council of Cardiff, and the Vale of Glamorgan County Borough Council signed a Joint Working Agreement for the provision of regulatory services across the three Council areas. The document created the Shared Regulatory Service (SRS) and the Shared Regulatory Services Joint Committee.

At the time of creating the Joint Working Agreement, some of its provisions were conceptual in nature and over the last 18 months, it was evident that some aspects of the agreement required amending to allow the more effective operation and management of the service. Some of the changes proposed in the report were administrative in nature, while others advocated a change in the current operating

practices. The changes had been considered by the officer Management Board for the Shared Service, all three Section 151 officers, and agreed as appropriate by the Joint Committee. The proposed changes were set out in paragraphs 7-11 of the report.

Given the size of the Deed of Variation which included as a schedule the Conformed Agreement (i.e. the JWA with the track-changed amendments in line with the Deed of Variation), the Deed of Variation excluding the Conformed Agreement was attached at Appendix A to the report, with a complete copy of the Deed of Variation including the Conformed Agreement being available in the Members Room for consideration.

This was a matter for Executive and Council decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T the proposed changes to the Joint Working Agreement between the partner councils for the provision of Regulatory Services as set out in the Deed of Variation be approved and recommended to Council for approval.
- (2) T H A T delegated authority be granted to the Head of Legal Services in consultation with the Senior Responsible Officer with responsibility for the Shared Regulatory Service to approve administrative changes to the Joint Working Agreement in consultation with the Cabinet Member for Visible, Leisure and Regulatory Services as long as there is no extension of delegations to the Shared Service or additional financial implications.
- (3) T H A T the Head of Legal Services be authorised to execute the required Deed of Variation reflecting changes when approved by Council.

#### Reasons for decisions

- (1) Amendments to the Joint Working Agreement would improve the functioning and governance of the Shared Regulatory service. Such changes required ratification by each Council.
- (2) To authorise minor administrative changes to the Joint Working Agreement without seeking ratification by Cabinet and Full Council.

- (3) To formally document the approved changes.

**C3551 TRANSPORT GRANT AWARDS 2017/18 (BSHT) (SCRUTINY COMMITTEE – ENVIRONMENT AND REGENERATION) -**

Cabinet was informed of the funding awarded for Transport Grant and related Schemes for 2017/18.

Welsh Government (WG) invited local authorities to submit bids for Local Transport Fund (LTF), Road Safety and Safe Routes in Communities (formally Safe Routes to Schools) (SRiC) funding annually to enable the delivery of transport and local road safety projects that enhanced road safety and encouraged sustainable travel to various key locations. There was an emphasis around access to schools and key locations for these grants. WG invited bids on 19 December, 2016 with a deadline for submission of 3 February, 2017.

WG had restricted the number of road safety revenue schemes to be submitted by each local authority and 4 of the schemes had to include kerbcraft, pass plus cymru, national standards cycle training and motorcycle interventions. The funding allocation was indicative at £72k, a £2k increase from the 2016/17 allocation.

Appendix 1 attached to the report contained the Grant Award Letter from WG. Funding had been awarded for the J34 to A48 WeITAG Stage 1 Appraisal and the Dinas Powys Transport Network WeITAG Stage 2 Appraisal and cycle route scheme, the Llantwit Major, Ham Lane Active Travel scheme and the road safety revenue grant schemes. All other capital schemes were unsuccessful for the financial year.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

**RESOLVED –**

- (1) T H A T the funded schemes for 2017/18 be approved.
- (2) T H A T it be noted the Head of Visible Services & Transport and the Cabinet Member for Building Services, Highways and Transportation used delegated powers to finalise the details of the bids in time for submission to comply with

the Welsh Government deadline and that the Head of Visible Services & Transport used delegated powers in consultation with the Cabinet Member for Building Services, Highways and Transportation to accept the funding by the deadline of 5 April, 2017 in order for the award not to be withdrawn.

- (3) T H A T the Capital funding of £279,600, and its inclusion in the 2017/18 Visible Services and Transport Capital Programme, be approved.

Reasons for decisions

- (1) To endorse the acceptance of the schemes approved.
- (2) To advise the acceptance of the funding by the relevant officers.
- (3) To enable schemes to be started as early as possible in the new financial year.