

**ENVIRONMENT AND REGENERATION SCRUTINY COMMITTEE**

Minutes of a meeting held on 7<sup>th</sup> March, 2019.

Present: Councillor V.J. Bailey (Chairman); Councillors A.R.T. Davies, Mrs. P. Drake, V.P. Driscoll, S.T. Edwards, G. John, N. Moore, A.R. Robertson, Ms. S. Sivagnanam and S.T. Wiliam.

**823 MINUTES -**

**RECOMMENDED - T H A T** the minutes of the meeting held on 7<sup>th</sup> February, 2019 be approved as a correct record.

**824 DECLARATIONS OF INTEREST -**

Councillor N. Moore declared an interest in respect of Agenda Item 4 - Withdrawal of Discretionary Funding for Fare Paying School Transport Services - Cabinet: 18<sup>th</sup> February, 2019. The nature of the interest was that Councillor Moore had a close family member who was employed by the Transport Section of the Authority and informed Committee that he had received prior dispensation from the Standards Committee to speak and vote of the matter.

**825 ANNOUNCEMENT -**

The Chairman welcomed Councillor Andrew Davies to the Committee.

**826 WITHDRAWAL OF DISCRETIONARY FUNDING FOR FARE PAYING SCHOOL TRANSPORT SERVICES (REF) -**

The Group Manager for Transport Services advised that the reference before Committee was a result of a report entitled 'Withdrawal of Discretionary Funding for Fare Paying School Transport Services' being put before Cabinet on 18<sup>th</sup> February, 2019. The services as outlined in the Appendix to the Cabinet report informed Members of the type of services currently available and that they facilitated pupils movement to and from school. The Officer added that the services were fare paying services and that the fares were set by the Council at £1 per single, £2 for return and £100 for a termly pass. These rates generated revenue which was retained by the transport provider. The Officer highlighted that the Council had a statutory duty to provide free school transport to pupils who met a certain criteria and the proposal before Members had no adverse effect upon those pupils.

However, due to increasing pressures on the free school transport budget due to catchment school issues and increased prices in the ALN transport field, there was going to be a major shortfall in funding to provide the statutory services which were due to be tendered later in the calendar year.

The Officer advised that the current budget for fare paying school transport services was around £242,000 and the proposal to withdraw the funding included transferring approximately £57,000 into the free school transport budget which would cater for the pupils who qualified for free school transport who had been given passes for the fare paying services.

With regards to moving the proposal forward, a consultation was recommended to be carried out which would allow the Council the opportunity to gather public feedback and feeling towards the proposal. At this point, the Head of Neighbourhood Services and Transport wished to remind Members that there was a requirement on the Council to save a large amount of money from the Neighbourhood and Transport Services area for Reshaping Services and the proposal before Members was not only essential to pull the Transport Budget back in line but also essential for Reshaping savings. Therefore the purpose of the report before Members was two-fold, firstly for the Reshaping savings and secondly to balance the Council's Transport Budget. Therefore, the savings set out within the report were a requirement that the Head of Neighbourhood Services and Transport needed to respond to as part of the Reshaping programme.

Preliminary discussions had already been held with existing operators and the following services were considered likely to be commercially viable with an increase in fares (probably from £1 and £2 to £2 and £3 for a single and return journey):

S10 - Pencoedtre High School, Whitmore High School and Ysgol Bro Morgannwg;  
S14 - Pencoedtre High School and Whitmore High School; and  
S49 - St. Richard Gwyn Roman Catholic High School.

A Member referred to paragraph 3.8 of the Officer's report which stated that the Vale of Glamorgan's Corporate Plan sought to encourage an Active and Healthy Vale and that the creation of Active Travel routes to and from schools, particularly for those pupils who did not qualify for free school transport as they did not meet the required distance criteria, had made it easier for pupils to walk and cycle to school which reflected the Welsh Government's Well-being of Future Generations (Wales) Act 2015. In response to the statement made within the report, the Member queried the number of pupils who did not qualify for free school transport and queried whether, if the said pupils were to stop using school buses would there be an increasing need for them to travel via car which would increase traffic congestion.

The Group Manager for Transport Services advised that from surveys completed by the Local Authority, 324 pupils who currently paid fares to use school buses, did not qualify for free school transport and therefore they had been assessed as having an available walking route to school. The Officer also added that with regards to the Active Travel agenda the 324 pupils identified had less than a 3 mile journey from home to school, if attending a secondary school and less than 2 miles from home to school if attending primary school. The Local Authority would be encouraging pupils to walk or cycle to school for their own health and wellbeing and that the proposal was necessary to reassess what the Local Authority had a statutory obligation to do. The Officer also reiterated this point in response to a Member's question with regards to how the proposed scheme would improve health and wellbeing.

A Member then asked officers about a significant price increase in opposition to removing the service all together, to which, the Head of Neighbourhood Services and Transport advised that the option to increase the prices charged for services was considered when the Local Authority previously went to tender for the services, however, there was objection from members of the public and a problem was identified in that the revenue was entirely retained by the operators and therefore there was no benefit to the Local Authority.

The Chairman then drew the Committee's attention to the list of routes and number of passengers as set out in paragraphs 3.10 to 3.24 of the Officer's report and the number of pupils per bus currently qualifying for free transport as set out in paragraph 4.1 and wished to clarify the cost to the Local Authority should the proposed bus services were to be cancelled..

The Head of Neighbourhood Services and Transport advised that the cost for all the entitled pupils would be £57,000 collectively so if the Local Authority withdrew the discretionary element of the transport service but still provided the statutory element, which is what officers were proposing, the cost of the statutory element would be approximately £57,000 and that would be deducted from what the Local Authority currently spent on the service at the moment which was around £240,000. Therefore, this approach would save the Local Authority around £180,000 per year.

The Chairman also wished to raise his concerns over the fact that the approach taken by officers could be seen as a pre-determined decision by the public during consultation. As the people who used the services would observe that the Local Authority had already budgeted for the necessary funds and therefore believe the decision had already been taken.

The Head of Neighbourhood Services and Transport advised that a decision had certainly not been made to date, however, it was necessary for her to identify the saving so that all parties were aware of the context for the proposal and advised that the recommendation before Members was to approve a consultation so that the public would have the opportunity to inform on the proposal including all schools in the Vale of Glamorgan and not just the schools directly affected.

A Member acknowledged that the service under debate was a discretionary service and it was therefore costing the Local Authority money to supply. However, there were currently other active discretionary services being provided like the Post 16 transport service and therefore queried whether any consideration was being made regarding that scheme as Members were aware of pupils attending a 6<sup>th</sup> Form position without having progressed from a feeder school for the school they were now attending. Therefore, if the Local Authority was looking at the proposed scheme before Members, would this be the start of future consideration for other discretionary transport that is provided.

The Head of Neighbourhood Services and Transport advised that the Member was correct in that the Local Authority currently provided Post 16 provision at its discretion. However, there were a lot of other issues that needed to be considered with Post 16 services including the desire for the Local Authority to encourage young people to stay in education. Therefore, officers would be providing a report to the

Committee later on in the year regarding Post 16 transport provision that would include a number of options which Committee would need to consider to achieve further potential savings for the Local Authority. Any changes would prompt a policy change and therefore a consultation would need to take place and the result of the consultation would be presented and considered by Committee.

A Member thanked officers for their points of clarification so far but wished to gather further information on the viability of the alternative routes as identified for the 324 pupils that would be affected by the proposal and asked officers for further information on how the routes had been assessed for walking/cycling.

The Group Manager for Transport Services advised that all alternative routes were assessed based on the guidelines as set out by Welsh Government which clearly set out what was expected and what would qualify as an available walking route. Each individual pupil case would be based on its own merits and the route would be put into practice by officers walking the route themselves. However, without walking the route live it was difficult to give an exact example due to the various factors taken into account such as the level of traffic flow and safe crossing points. Officers were aware that many of the pupils affected were residing within the Barry, Penarth and Dinas Powys areas which were built up urban areas with established pedestrian walkways and therefore officers did not anticipate issues with regards to accessibility of the routes. In response to the Member's supplementary question as to whether officers would be happy for their own children to use the routes, the officer advised yes, accompanied as necessary.

Returning to the point raised regarding Post 16 discretionary provision, a Member wished to add that he very much welcomed the fact that the Post 16 provision had been considered separately to the proposal in front of Members due to the very reasons highlighted by the Head of Neighbourhood Services and Transport and he looked forward to debating the matter in the future.

#### RECOMMENDED -

- (1) T H A T the reference and the report on the withdrawal of discretionary funding for fare paying school transport services be noted.
- (2) T H A T the Committee endorses the decision of Cabinet to undertake a public consultation on the proposed withdrawal of discretionary funding for fare paying school transport services exercise listed in Appendix A to the officer's report.
- (3) T H A T the comments of the Environment and Regeneration Scrutiny Committee, as set out in the minutes above, be referred to Cabinet for consideration.

#### Reasons for decisions

- (1) To ensure the Environment and Regeneration Scrutiny Committee is made aware of decisions taken regarding the withdrawal of discretionary funding for fare paying school transport services in the Vale of Glamorgan.

(2) To support to savings that Neighbourhood Services and Transport is expected to achieve in the financial year 2019/20.

(3) To ensure that Cabinet is aware of the comments from the Environment and Regeneration Scrutiny Committee on the matter.

## 827 RESHAPING SERVICES - ENFORCEMENT SERVICES (REF) -

The Head of Neighbourhood Services and Transport presented the Reference, the purpose of which was to advise Members of Cabinet's recommendations for the Annual Performance of the Environmental Enforcement Contract between the Council and 3GS (UK) Ltd. The attached report to the Reference presented Cabinet with proposals for the creation of an in-house Enforcement Team and to consider revising fixed penalty notice values for certain environmental offences.

The report outlined that the Council currently provided Enforcement Services for both Environmental and Civil Parking Enforcement (CPE) via partnership arrangements with 3GS (UK) Ltd. and Bridgend County Borough Council respectively. In addition, educational enforcement was provided by two in-house Council officers whose job roles encompassed both education enforcement and highways inspections.

The Officer advised that Enforcement Services had been identified as a Reshaping Services Project under the Council's Income Generation and Commercial Opportunities Strategy due to there being the potential to operate more proactively in the area, and in doing so work towards a cost-mutual model. This involved a review of performance of the 3GS contract and in line with the principles contained in the Council's Income Generation and Commercial Opportunities Strategy. The outcome of the review, including proposals for the future of the Council's Enforcement Service were contained within the Report which recommended the creation of a centralised in-house Enforcement Team that provided more flexibility and control to the Council.

The Report suggested that a new in-house Enforcement Service be created with the focus on environmental and highway enforcement initially, followed by integrating CPE following the development of a Corporate Parking Policy. As such, it was proposed that CPE would be introduced at a later stage to allow time until the Parking Strategy was finalised and for the required notice period to be serviced to Bridgend Council. At such time it was recommended that a further report be brought to Cabinet outlining the future intentions for CPE. Additionally, the Report recommended a review of certain fixed penalty notices where limits could be set by the Council and presented for consideration of revised amounts from April 2019.

In conclusion, the Officer highlighted an error in paragraph 6.9 of the report and advised that the Enforcement Supervisor role should be stated as a Grade G and not a Grade F and the Enforcement Officer role should be a Grade F and not a Grade G. In addition, the Officer wished to highlight that it would not be lawful or ethical for the Vale of Glamorgan Council to set enforcement 'targets' and therefore, the data contained within the Report was presented to give context for viability only.

A Member began the debate by offering his full support for the service to revert back to in-house and added that, in his opinion, since the service had been run by Bridgend County Borough Council, the issues around enforcement for the Council had not been seen to improve and this was certainly the case in the Western Vale. The Member also shared his ongoing concerns and general points as follows:

- Whilst on duty, Enforcement Officers would often encounter difficult and sometimes aggressive individuals which made completing their daily work tasks very difficult;
- The current levels of staff that the Council has in place were not sufficient to cover the Vale of Glamorgan area as a whole especially considering the Vale of Glamorgan encompasses the largest town in Wales and several other large towns within its remit;
- The role of an Enforcement Officer was a very difficult job and therefore required individuals to have a robust personality and that was an essential quality in a person undertaking the role;
- There was uncertainty as to whether the money that the Local Authority had been putting into Enforcement Services historically justified the amount of benefit it had been receiving back; and
- If messages on enforcement were delivered strongly then the hopeful outcome would be that members of the public would, in the majority, obey to the rules and therefore the need for Enforcement Services would decrease.

The Head of Neighbourhood Services and Transport advised that if an in-house Enforcement Service was created then there would be a transition period from the old service currently provided in partnership with Bridgend County Borough Council and officers had already had preliminary discussions with Bridgend County Borough Council regarding this. At the time of the meeting, the in-house Enforcement Service was a business proposal which was designed based on the current service offered and the current levels of staff currently employed. A future report would be provided to the Committee which would outline the scope of a new in-house service in more detail. It was also important to note that if a new in-house Enforcement Service was created it would be easier for the Local Authority to manage the staff involved in providing the service and to monitor sickness levels and capability more easily which was in contrast to the current situation as staff were currently managed by Bridgend County Borough Council.

With regards to Civil Parking Enforcement arrangements, the Chairman wished to clarify if his understanding of these arrangements would mean that the same employees would be administering the Vale of Glamorgan's in-house service, to which, the Head of Neighbourhood Services and Transport advised that discussions were still required with Bridgend County Borough Council regarding transition arrangements. The Officer advised that currently there were five dedicated officers for the Vale of Glamorgan plus a seasonal officer.

A Member wished to second his colleague's support for a new in-house Enforcement Service but wished to raise the following queries:

- There was a current misconception that the Vale of Glamorgan's current enforcement provider tended to only operate near to its home base and

therefore, queried where the new in-house Enforcement Service would be operated from as it was important that a central location within the Vale of Glamorgan be explored so that officers could attend all areas of the Vale of Glamorgan with ease;

- To ensure the personal safety of the Council's Enforcement Officers, it was important that operatives wear a body camera which would also in turn provide the Council with recourse to prosecution and act as an additional deterrent to difficult or aggressive individuals; and
- How did the Council distinguish between small and large instances of fly tipping?

The Officer advised that the current Environment and Highways Enforcement Team and the Civil Parking Enforcement Team were currently based at the Alps Depot base. However, an alternative base within the Barry area had previously been discussed due to the majority of the team's work taking them in to the Barry area. The Officer added that there were a number of possible locations that she would like to investigate in the future, however, the case had already been made for both teams to be based in the same location to aid partnership working. With regards to the use of body cameras on operatives, the current provider did already use body cameras and the Vale of Glamorgan Civil Parking Enforcement Officers also already used them on a daily basis. The Head of Neighbourhood Services and Transport also shared her historical investigations into providing body cameras for individuals employed as a School Crossing Patrol Officer for the Vale of Glamorgan and therefore officers welcomed the use of body cameras for all enforcement officers going forward. The Officer also wished to provide examples of fly tipping instances and advised that an example of small scale fly tipping would be a few black refuse bins having been left on the pavement or outside a property by an owner on the wrong day and a typical example of a larger scale fly tipping was sofas and/or mattresses being left in a public space.

A Member noted that in paragraph 4.23 of the officer's report the average fine disseminated by Enforcement Officers was £133 and reflecting on the proposed value of fines from April 2019 as contained in paragraph 4.43 within the officer's report wished to raise the following queries:

- It was likely that the majority of commercial waste offences were committed due to the proprietors lack of knowledge of the Council's policy and therefore queried if the average fine amount had been calculated on the larger fee amount but few and far between instances of commercial offences; and
- Why was the Local Authority waiting to borrow CCTV equipment from a third party and was there not a viable business case for the Council to purchase its own supply to deter individuals from fly tipping.

The Head of Neighbourhood Services and Transport advised that as set out within the officer's report, there were various levels of fines and regrettably there was always a market for commercial waste offences. However, the average fine data was only based on 70% of fines historically. Further review work would need to take place if and when a new in-house Enforcement Service was created. In the current financial climate, the Neighbourhood Services and Transport budgets were very challenging and therefore despite officers shared view that the Local Authority

purchase its own CCTV equipment, it was not as high on the list of priority purchases as all parties would like.

A Member wished to clarify if the new in-house Enforcement Service would be operating 7 days a week and in particular during Bank Holiday periods when the majority of offences were committed. As a way of example, the Member reminded officers of the issues that had been experienced within coastal car parks for the Western Vale and stated that it would be beneficial if enforcement action were taken in those areas. A second Member supported his colleague's point and stated that the majority of litter offences were created on weekends.

The Officer advised that the point raised by Members was acknowledged in paragraph 4.28 of the officer's report and would also be addressed in the Parking Strategy Policy that would be provided to Members in the near future. The proposed in-house Enforcement model outlined in the officer's report recommended bringing additional services into scope which were not currently enforced by the current provider. This included currently charged for Council car parks e.g. Barry Island, Ogmere by Sea and Southerndown.

In conclusion, a Member summarised that the Members were collectively in favour of the Vale of Glamorgan's Enforcement Services being brought in-house as it seemed a responsible decision to make. However, asked that a request be made for a six monthly monitoring report, over the next two calendar years, so that Members may assess the advantages to the new in-house Enforcement Service following the expected transition period. The Member also acknowledged that during the transition period, the data of the Civil Parking Enforcement Team would not be included however, Members would appreciate updates on the outcomes of the Team.

The Chairman also referred to the number of tickets issued falling in recent years and raised the concern of the service possibly costing more than the status quo in the future if the volume of tickets was not increased. The Officer, in response, stated that in an ideal situation, the Local Authority would not require any enforcement section at all due to all individuals complying with the rules of the Authority. However, to date there had always been a necessary need identified for the service and officers would be planning to review the service on a regular basis. However, in the current financial climate and based on the feasibility figures set out in the officer's report, the Local Authority had the opportunity to explore potential income streams whilst having greater control over its workforce.

#### RECOMMENDED -

- (1) T H A T the error as highlighted in paragraph 6.9 of the officer's report be noted.
- (2) T H A T a recommendation be referred to Cabinet to establish a central (to the Vale of Glamorgan area) base of operation for both the Environment and Highways Enforcement Team and the Civil Parking Enforcement Team under a new in-house enforcement model.



- (3) T H A T a recommendation be referred to Cabinet that body cameras be purchased and utilised by all members of Enforcement staff.
- (4) T H A T a recommendation be referred to Cabinet that any alleged issues identified amongst staff employed by the current provider be addressed prior to the establishment of a new in-house enforcement model.
- (5) T H A T a recommendation be referred to Cabinet that the Local Authority purchase and install its own supply of CCTV enforcement equipment.
- (6) T H A T a recommendation be referred to Cabinet that the Vale of Glamorgan in-house Enforcement Service operates during weekend and bank holiday hours.
- (7) T H A T the Environment and Regeneration Scrutiny Committee receives six monthly monitoring reports on progress achieved during a new in-house Enforcement Service model.

#### Reasons for recommendations

- (1) For accuracy.
- (2) Consideration is given to establish a central operations base so that Enforcement Officers may easily reach all parts of the Vale of Glamorgan.
- (3) To ensure the personal safety of all Enforcement Officers.
- (4) To identify any staffing issues and to improve on service productivity prior to the establishment of a new in-house Enforcement Service model.
- (5) To deter individuals from committing environmental offences on a more regular and sustainable basis.
- (6) To ensure that Enforcement Services are operating within periods when the possible offences are most likely to occur.
- (7) To ensure that adequate scrutiny is undertaken on the financial and service viability of a new in-house Enforcement model.

#### 828 STRATEGIC TRANSPORT IMPROVEMENTS IN DINAS POWYS - UPDATE (REF) -

The Committee was presented with a reference from Cabinet regarding an update on the draft WeITAG Stage 2 report for Dinas Powys.

The Head of Neighbourhood Services and Transport advised that the report provided to Cabinet was an update on progress of the transport assessment being undertaken in Dinas Powys and identified, following a meeting of the Review Group for the study, the further work needed to be undertaken in respect of:

- Engaging with Network Rail to understand the constraints and potential costs associated with the construction of a by-pass and junction in the vicinity of the railway tunnel;
- Undertaking concept design, modelling and costing of suggested improvements to the Merrie Harrier junction to improve capacity. To consider costs in context of the by-pass scheme costs (blue and green options);
- Commissioning strategic modelling using the South East Wales Transport Model of the by-pass proposals (via Transport for Wales who managed the model);
- Updating the economic appraisal for the green alignment and providing an appraisal for the blue alignment and update the transport case and the Stage 2 report;
- Undertaking public consultation on the findings of the Stage 2 report and finalising the Stage 2 report and making recommendations for option(s) to be taken forward to the WelTAG Stage 3 Full Business Case.

The report recommended that should grant funding not be available from Welsh Government (WG) for the completion of the work, that the Head of Neighbourhood Services and Transport be authorised to seek new ways of funding it.

The Officer also added that the WelTAG Stage 1 report considered the problems, opportunities and constraints, established objectives and appraised a long list of options. The Stage 1 Study was presented to Cabinet whereby the following options were confirmed to be taken forward for further consideration, following recommendation by the Committee on 14<sup>th</sup> September, 2017:

- Do minimum;
- By-pass;
- Multi-modal option; and
- By-pass and multi-modal option.

The Officer added that the Council had made great progress with the project over the last couple of years, however, the WelTAG report was not yet finished and following the completion of the additional work it would be necessary to update the Stage 2 WelTAG report. With regards to WG funding for the schemes, bids had been made but there was no further information to report at the time of the meeting.

The Head of Neighbourhood Services and Transport advised that she required approximately £80,000 to progress the additional work associated with Stage 2 of the scheme and given the considerable amount of work on the project to date, wished to progress to the end of Stage 2 to afford the local authority the opportunity to apply for additional funding for Stage 3 moving forward.

The Chairman thanked the Officer for her introduction to the reference and attached report and invited Mr. Rod Harrod and Mr. Roger Pattenden to provide their verbal representations to the Committee.

Mr Harrods representations were as follows:

“As Chair of Dinas Powys By-pass Steering Group I would like to thank everyone for their work, help, support and assistance in getting behind this project. It is more advanced now than at any time in the last 30 or even 90 years. Of course there have been differing views and observations along the way however, we have tried to steer a course that could be of overall potential benefit to the community and likely to gain cross party support. The Cabinet report requests Arcadis investigate ways to increase capacity of the Merrie Harrier junction and we hope this work will include consideration of a new entrance for Llandough Hospital. The Hospital has trebled in size over recent years growing even bigger with the inclusion of Rookwood. It’s the second largest hospital in Wales and the second biggest employer in the Vale of Glamorgan. A new entrance to the hospital from the remodelled junction and by-pass would give benefits to ambulances, patients, staff and visitors. The report expresses concern however that the by-pass could increase traffic congestion at the Barons Court junction. A park and ride facility at the Merrie Harrier near Hazelhurst Nursing Home could mitigate this problem and justifies investigation by Arcadis. This facility would benefit traffic from all points whereas the proposed park and ride next to Bryn a Don field would primarily only benefit Barry traffic. The report recognises the study should consider local benefits but it seems to concentrate only on benefits to through traffic and reduction of congestion in Dinas Powys. A by-pass could also be of real value to adjacent communities by the provision of a very limited number of connections between local roads, however, none have been yet proposed. For example, a connection to the top of Murch Crescent would enable traffic from Barratts 220 house development at the St. Cyres School site to access the by-pass. This would avoid increasing congestion at the traffic light junction between Murch Road and the A405 Cardiff Road. From the same point on the by-pass there could also be a connection to Dinas Powys Road, Penarth. Further down the by-pass is the opportunity to provide a link to Sully Road near the soon to be built 540 house Cog estate. That would further benefit Sully residents by reducing traffic on the B4267 Lavernock Road where another 567 houses are proposed at Cosmeston. Less pressure on all neighbouring roads would benefit the Dinas Powys traffic corridor and therefore we recommend the benefits as well as the costs of these connections are taken into consideration.”

The Chairman subsequently invited Mr Pattenden to provide his verbal representations which were as follows:

“I am a Chartered Civil Engineer, a member of the Dinas Powys Steering Group and the Community Representative on the WelTAG Review Group for this study. I support the proposed Strategic Traffic Modelling which will show the likely traffic situation over the whole Barry to Cardiff corridor for each of the options up to the year 2036. However, to enable the most meaningful comparison of by-pass options, it is important that the model includes all relevant roads. One of these roads is the route from Sully roundabout to Ffordd y Mileniwm via Hayes Road and Wimborne Road. This route also has the potential to relieve rush hour congestion on the section of A4055 between Biglis Roundabout and Ffordd y Mileniwm. Another relevant road is Pen-y-Turnpike from Dinas Powys to Leckwith Road. This narrow unclassified road currently carries significant rush hour traffic and it will be important to assess the extent to which a by-pass relieves this congestion. I hope that Committee will seek confirmation that the model will include these routes. The Cabinet report states that traffic modelling for the by-pass route to Sully Roundabout

and on to Ffordd y Mileniwm will take into account the wider benefits and potential development in South East Barry. It also states that these prospects are expected to feature in the next LDP review. To enable such benefits to be taken into account in conjunction with the comparison of journey times using each by-pass option, the journey start and end points need to be defined as the Merrie Harrier and Ffordd y Mileniwm. Arcadis previously considered journeys only between the Merrie Harrier and Biglis Roundabout, but this omits consideration of South East Barry. For the comparison to be meaningful it is important journey times are taken to Ffordd y Mileniwm. Arcadis' draft Stage 2 report referred to possible extra parking adjacent to Eastbrook Station. Following my query it was confirmed that this would be corrected in a revised report to read the Green Wedge north west of Dinas Powys Station. This could mean a slice of Dinas Powys common beneath The Southra. I hope Arcadis will be asked to clarify this proposal before the public consultation as residents and the Community Council are sure to question this point."

Following both public speakers, both the Head of Neighbourhood Services and Transport and the Leader of the Council thanked both gentlemen for their representations and advised Members that all comments raised by the public speakers could be raised by the individuals as part of the formal public consultation process if agreed. The Head of Service also clarified that Mr Pattenden was the representative appointed by Dinas Powys Community Council rather than a Community representative.

To begin Member debate on the item, a Member thanked all officers for their historical and continued hard work on the project and thanked the Leader of the Council for the Cabinet's backing of the scheme and advised that he did not wish to comment on any points within the Stage 2 report as his comments would appear premature as the report was not yet complete. However, the Member wished to point out that within the Welsh Government Capital Transport Grants FT2019 - 20 Scheme Application Form, as contained at Appendix D to the papers, that the response provided by officers regarding the cultural impact, environmental impact and economic impacts of the project were identical and therefore appeared incorrect.

The Officer advised that the Council had still not received any feedback from Welsh Government regarding finance and apologised for any repetition, however, she wished to point out that the forms were particularly challenging to fill in within a short deadline which was often the case as Welsh Government only allowed a short period of time for the form to be completed and returned. Despite a short turn around to produce the document, officers were currently facing an extremely long waiting time for a decision back which remained the situation at the time of the meeting.

A Member thanked the public speakers present at the meeting and wished to address a comment that was raised during their representations in that there was a common perception that the by-pass would be constructed without any interlinks on it. However, this was not currently written into the WelTAG Study at the current time and would presumably add an immense amount of money to its cost to build further roads which would meet at the by-pass. Therefore, the Member offered his support in the consultation exercise resulting in additional interlinks being added to the by-pass scheme. The Member also wished to highlight that the junction at the Merrie Harrier was a long standing point of traffic congestion and was a natural pinch-point

for the route to and from Dinas Powys and referred to a statement within the report that suggested that some works would be carried out at the Merrie Harrier junction before the research and traffic modelling had been undertaken in other areas and questioned whether said works were practical and/or feasible to complete. The Member also wished to raise his concerns regarding the lack of documented impact on the south east areas of Barry. The Member also wished to raise the concern that officers had indicated that approximately £80k was required to complete WelTAG Stage 2 but that there were not currently funds available from Welsh Government and therefore Recommendation (2) of the reference gave the impression that despite Welsh Government funding, the Local Authority would continue with its own in-house funds. With the estimated cost of the by-pass being between £39m and £72m, the Member asked whether the Local Authority was confident that it would acquire the money to complete the project in its entirety.

The Officer wished to reply to the Member's comments by first addressing the funding available for the project and advised that the money was available within the section's budget to complete Stage 2 however, future bids would be required to acquire Stage 3 funding. The Officer wished to reiterate that any additional junctions to the by-pass could be suggested as part of the consultation exercise and any works to take place regarding future possible development could be done under the remit of the Local Authority's Local Development Plan. Therefore, if any future extensions were made to the project, then this should be handled via a Local Development Plan review.

At this point in the meeting, the Leader wished to address the Member's point regarding the second recommendation as set out in the reference and advised that an original recommendation was altered to minimise the message that the Local Authority had the funds available.

A Member then wished to highlight that there was a need to emphasise how the project as a whole would help the Vale of Glamorgan as a whole and that the Local Authority should be encouraging the additional interlinks to benefit the local as well as wider communities of Dinas Powys

A Member also requested further information regarding the status of the railway tunnel study, to which, the Officer advised that her section did not currently have the funding to undertake the study fully and it had to date proved difficult to engage with Network Rail. However, the study was much larger than just relating to the Dinas Powys by-pass as there were lots of other complimentary measures that needed to be looked at in terms of Active Travel, Park and Ride and the work that was underway with Transport for Wales in terms of the railway. The consultants were required to analyse several factors, not just the by-pass road itself, which they had done despite comments made to the contrary and within certain budget constraints. In response, the Member wished to make the point that if Network Rail were to respond saying that they were not going to be able to accommodate a by-pass then the entire project would be in jeopardy and therefore questioned whether this point in the study needed to be considered before moving forward.

In response to a Member's question regarding whether the additional modelling that was required was subject to the future funding as well, the Head of Neighbourhood

Services and Transport advised that that was the case and could prove very expensive costing between £30k-£40k.

The Chairman then wished to raise the following points:

- The by-pass would have a great positive effect on commuters to and from the Cardiff area however there was uncertainty as to how long the modelling would take;
- The project would open a whole new inlet to the Cardiff City Deal and there were previous discussions of the project running alongside the J34 project for the City Deal and queried whether this was still the case;
- If the project was no longer running parallel with the J34 project, there was a concern that the additional modelling work was no longer necessary and therefore more emphasis could be placed on additional routes that were not initially part of the focus which could delay the Local Authority's progress.

The Head of Neighbourhood Services and Transport advised that, with regards to the Chairman's first point on the timeframe for modelling, there was a possible window of opportunity to begin the process later in March or early April 2019 and that Council funding was currently available to progress with the extra modelling required, however, Cabinet approval was required to commission the modelling in the first instance.

The Leader then wished to respond to the Chairman's second point regarding the project's links with City Deal and advised that several requests had been received for City Deal funding however to make a feasible bid to the City Deal it was necessary for the Local Authority to have a strong business case. Therefore, it was imperative that the Local Authority progress and finalise this WelTAG Stage in order to make future funding bids. The Leader also wished to highlight that the funding available through City Deal was not extensive and was distributed across the ten Local Authorities committed to the City Deal.

With regard to the Chairman's third point, the Officer advised that the Local Authority would be further ahead with the project if it had not extended the commission from Biglis through to Ffordd y Mileniwm as requested by Dinas Powys Community Council. The results of that Cabinet resolution had cost extra money and time however, the original focus was for improving strategic transport in Dinas Powys. The Officer then apprised the Committee of the future steps if and when she had received permission to move forward and advised that work would be commissioned as quickly as possible to move the WelTAG Stage 2 report through to consultation and then for the results to be fed back to both Scrutiny and Cabinet. Despite the multiple stages ahead, the Local Authority had not paused on making funding bids for the next financial year.

The Chairman thanked the officer and Leader for their input and expressed his support for the scheme, however, his concerns over the lack of time and funding available in contrast to the broadening of the works involved continued to be relevant. Therefore, the overarching concern was that if the Local Authority did not take up the opportunity now to progress and finalise the WelTAG Stage 2 study, then

any potential City Deal money may not be available when required and that could delay the completion of the project overall.

Picking up on the Chairman's concerns, a Member stated that he was also concerned that WeITAG Stage 2 project had not been completed to date and that he was a strong advocate for the project moving forward and he understood that that was not due to the efforts of the Local Authority officers. However, he wished to highlight that the J34 project seemed confusing in contrast to the Dinas Powys project as there was currently no lobbying surrounding the J34 project which was progressing at speed but yet the public drive behind the by-pass project was in contrast to this.

The Officer advised that the J34 project was a regional scheme so the impacts were on a much larger regional scale and benefits would be felt by a neighbouring Authority whereby the Dinas Powys project would benefit people on a more local scale. Both schemes were important to the Vale of Glamorgan to move forward and officers wished to finish the WeITAG Stage 2 works as soon as possible to progress onto consultation so that the Local Authority would have an opportunity to bid for City Deal funding whilst the funding was still available.

In response to a Member's query whether the latest stages of the project could be delivered via the NDF, the Head of Regeneration and Planning advised that the scheme was not large enough to generate regional funding and the Head of Neighbourhood Services and Transport wished to add that WeITAG was about transport and not development.

With the Chairman's permission, a Member wished to ask a point of clarification from Mr. Pattenden on the start and end points for journey durations using each by-pass option but in particular the Blue Route. Mr Pattenden clarified that his opinion was that Members had been slightly misled. At the moment the journeys that were used to compare the value for money of the different by-pass routes were taken from the Merrie Harrier to Biglis Roundabout. That meant that, for the Blue Route, individuals would have to come down the by-pass to Sully Roundabout then along Sully Moors Road to get to Biglis which meant that the Blue Route took longer to travel and a longer distance and therefore it was prejudiced in comparison to other routes. If individuals were to take the journeys to Ffordd y Mileniwm, which was the request, then the Green Route comes down to Biglis Roundabout and then had to go through the congested part of Cadoxton whereas on the Blue by-pass route individuals carried on down Hayes Road to Wimborne Road to get to Ffordd y Mileniwm. Therefore the Blue Route stands on its own without any development. It does not require the development to show that it has a positive benefit. It doesn't require development to be an advantage and the Study needs to properly evaluate that fact.

The Chairman confirmed that the concern had already been raised by a Member of the Committee and it was noted that the additional work would slow down progress on the scheme. There was great risk that the Committee could debate at length on the matter by which point there would be no funding left to apply for.

In response to a Member's repeated concerns over the timescales regarding decisions made, the Officer advised that if the Committee were to approve as per the

recommendations in the reference before it, then the aim was for the consultation exercise to begin prior to the autumn recess, the results of which would be fed back to the Committee. The consultation exercise would need to be 12 weeks in length which would result in the report being brought back to the Committee approximately around October 2019 with the ideal outcome being that the Committee would endorse the Stage 2 report and officers would be in a position to progress with Stage 3.

A Member of the Committee, who was also a local Ward Member, advised that the Dinas Powys project was something that was desperately needed and welcomed by the residents of Dinas Powys. However, there was concern over dispersal of assets and various other points in the process of looking at too many options at any one time. The Member advised that he was not in agreement with the comment raised by Mr. Pattenden with regards to the need to direct commuters, particularly to Mileniwm Way as, in his experience, the majority of traffic that went to the Biglis Roundabout travelled up the link road through to Port Road as they wished to travel mainly to Llantwit Major or the St. Athan area. It was important that the Council maintained direction for the project and therefore recommended that the Local Authority look exclusively at the Green and Pink Routes for the additional work that was to be undertaken. The recommendation was subsequently seconded by the Committee Chairman.

On verbal agreement, the Committee also agreed to progress with the recommendations as set out in the Officer's report.

At this point, a Member wished to highlight his concerns as to whether there had been enough consideration given to the traffic along from Mileniwm Way to Biglis Roundabout and also those vehicles travelling on Windsor Road and Redlands Road and down by the Barons Court as the by-pass project would have a massive impact on all of the traffic routes, however recognised that concerns would be mitigated with research conducted in the future.

In response, the Head of Neighbourhood Services and Transport advised that the model would generate the required research and that the original commission was just looking at a by-pass for the Dinas Powys area. With regards to the additional recommendation raised by the Committee, the Officer advised that basic investigative work had already taken place regarding the Blue Route and therefore that work would still remain within the Stage 2 WeTAG report, however, any permissions for her to not continue with the work regarding the Blue Route would have financial, resource and timing benefits for her section.

In conclusion, the Chairman wished to bring the Committee's attention to the written representations as tabled from a member of the public and Councillor Burnett.

With no further questions raised from the tabled written representations, the Officer wished to provide assurance that with regards to the point raised in the public representations regarding the Well-being of Future Generations (Wales) Act 2015, the Council was required to complete documentation and assess its work against the Act and that that scheduled works had already taken place. With regards to the representations received from Councillor Burnett, the Officer wished to answer the



question contained regarding the gender split of the consultants and review group. The Officer advised that there was both male and female interest on the review group and confirmed that the lead consultants were female as well as herself also acting as the Chair of the group.

#### RECOMMENDED –

- (1) T H A T the progress made on the WelTAG studies relating to improving strategic transport in Dinas Powys be noted.
- (2) T H A T should grant funding not be available from Welsh Government for the completion of the Stage 2 WelTAG work, as identified in paragraph 4.7 of the report, the Committee endorses the authorisation from Cabinet to the Head of Neighbourhood Services and Transport to seek an alternative funding source.
- (3) T H A T the Head of Neighbourhood Services and Transport progress with Stage 2 works for the Green and Pink Route exclusively.
- (4) T H A T the comments of the Scrutiny Committee, as well as the recommendations raised above, be referred to Cabinet for consideration.

#### Reasons for recommendations

- (1) To update Members on progress made on the scheme.
- (2&3) To secure funding to deliver a final Stage 2 report for the project.
- (4) To ensure Cabinet is aware of the views of the Scrutiny Committee regarding the strategic transport improvement in Dinas Powys.

#### 829 PENARTH HEIGHTS SUSTAINABLE TRANSPORT CONSULTATION REPORT (CALL-IN) –

On 18<sup>th</sup> February, 2019, Cabinet were presented with a report to update Cabinet Members on proposals to introduce Active Travel improvements in the Windsor Road / Plassey Street area of Penarth. Cabinet's decision on the report was subsequently called in by Councillor S. Sivagnanam and therefore the Scrutiny Chairman invited the Councillor to present her Request for Call-in to begin consideration of the item.

The Member advised that the resolutions as raised by Cabinet on 18<sup>th</sup> February, 2019 would impact the whole of the Penarth area as the area concerned was a 'gateway' to Penarth and as such, it was essential that the proposal was subject to full scrutiny by all Members and further consultation with local residents.

The Member also added that the aim of the Section 106 funding was to increase sustainable transport by the provision of 'information, facilities or infrastructure which provided or improved access for pedestrians, cyclists, public transport users, taxis or

car sharers in the vicinity of the site”.’ However, it was unclear what difference this would make except for those pedestrians wishing to cross the road.

The Member also set out that it was unclear whether there were other more cost effective options that could be developed that would have a greater impact and stated that the wisdom of agreement implementation before final costings were available was questionable. In conclusion, the Member added that despite her request for further consultation with residents, she acknowledged that there were time pressures due to the time limit on the Section 106 funding being utilised and therefore local Ward Members were being asked to agree a quick outcome which was unacceptable and short sighted. The proposal therefore felt like the Local Authority was trying to spend money in haste without an option that had seeds of genuine Active Travel.

The Head of Neighbourhood Services and Transport advised that the Council had circa £1.26m remaining from the Penarth Heights development Section 106 monies to carry out sustainable transport infrastructure improvements of which circa £1.1m had to be spent by February 2020. Therefore, a detailed consultation on four potential options identified in the report to improve the Windsor Road / Plassey Street roundabout junction was undertaken from Monday, 14<sup>th</sup> May, 2018 to Monday, 9<sup>th</sup> July, 2018.

All four options considered Active Travel requirements to promote walking and cycling and the outcomes of the consultation process were detailed in a report entitled ‘Penarth Heights Highways and Sustainable Transport’ which was attached at Appendix A to the meeting papers.

Following a review of the Penarth Heights Highways and Sustainable Transport consultation, it was clearly identified that an overwhelming majority of respondents considered Option 1 as the preferred scheme and the Officer drew Members’ attention to copies of the Option 1 scheme plan which she had tabled at the meeting. It was therefore proposed to progress implementation of Option 1 with Active Travel enhancements along Plassey Street to recognise the Project Board’s aspirations.

The total cost of implementing Option 1 was currently estimated at £870k subject to further site and ground investigation work and completion of a detailed design phase funded by Section 106 monies from the Penarth Heights Development. Any outstanding Section 106 Sustainable Transport contribution monies would be used to undertake minor footway and bus stop improvement schemes or other schemes that encourage and promote walking and cycling movements.

In conclusion, the Officer advised that the plan tabled before Members helped to demonstrate the fact that the works would support to deflect the speed of traffic around the junction and would make the surrounding area safer for pedestrians. The scheme would also help to improve access to the nearby train station and would accommodate widened advisory cycleways on Plassey Street.

The Officer also wished to acknowledge some minor concerns over the loss of trees as a result of the proposed works, however there were other options that could be

considered to minimise any disruption and the Council would be replacing any trees lost on a 2:1 basis.

The Head of Neighbourhood Services and Transport then invited the Council's Section 106 Officer to provide further information regarding the scheme, whom advised of the following points:

- Several public drop in sessions were held to establish the public's preferred option for the scheme;
- As per all two dimensional plans, the plan did not fully reflect the work that was currently being undertaken with the Council's Landscape Architect for the aesthetics of the scheme and how the scheme would tie in with other projects on-going in the area e.g the improvements to dingle park;
- The area under consideration would be completely transformed from its current state which officers hoped would encourage residents to walk and cycle;
- As well as the Section 106 sustainable transport money allocated to the scheme, there would also be Section 106 highway improvement monies received from Penarth Heights;
- The 'gateway' scheme was identified by the previous Council Administration, however there was a delay commencing the scheme due to issues surrounding Dingle Bridge and electrical works; and
- Ongoing correspondence was being had with the Penarth Marina Representative regarding the scheme.

The Chairman subsequently invited Mr. Max Wallis to make his verbal representations to the Committee, which could be summarised as follows:

- The scheme was a once in a lifetime opportunity for the residents of Penarth;
- During the consultation exercise the scheme was presented as a Highways Scheme but dressed up as a Gateway Improvement Scheme;
- It was disappointing that all options for one way systems were turned down;
- It was the opinion of residents that the scheme was a misuse of the Section 106 funds as it did not promote sustainable transport and therefore objections were raised by members of the public against the scheme;
- The route in question was a very key route of travel for cyclists and the scheme would make the area less safe;
- Local residents did not want a new scheme which resulted in two lanes of traffic feeding into a roundabout and proposed an alternative for a bus and bike lane on one side;
- The ideal scheme would generate safe walking and cycle routes from the Cogan area towards Tesco in the nearby vicinity right through to the Penarth Heights marina area.

To begin Member's debate, a Member asked for further clarification on the viability of the underpass tunnel opening access from the scheme area to the Tesco supermarket in the nearby vicinity, and asked whether the tunnel was part of the scheme or not.

The Head of Neighbourhood Services and Transport confirmed that there was a tunnel in the nearby vicinity and officers had looked into the cost of facilitating its opening, however as the tunnel was currently blocked up at one end the opening of the tunnel was not currently financially viable. The Officer also wished to pick up on a point raised by Mr. Wallis and confirmed that his statement was correct in that there was a pinch point at the bridge and that to do anything with that pinch point at the current time would be very costly as well as time consuming. The Officer wished to remind Members that the Local Authority did have an Active Travel map which included several aspects, however with all integrated travel maps the Council had to take opportunities when the funding was available in stages. Unfortunately, the Council was not able to afford to build all aspects of its Active Travel map at one time and the very nature of the Active Travel Scheme such as the proposal put before Members was about the use of space rather than highway considerations.

A Member expressed his surprise in that the proposed scheme replaced a current roundabout structure with another roundabout and queried whether Option 3 would not have been a better option for pedestrian safety. In response, the Section 106 Officer advised that there were other options available that would have generated more extreme changes to the area, however during the consultation process, members of the public indicated that they wished to progress with Option 1. All the changes proposed to the scheme would encourage traffic to move more slowly through the area and it was hoped that narrowed lanes with no central line would encourage drivers to be more aware whilst travelling through the area. At this point, the Head of Neighbourhood Services and Transport also wished to highlight that the scheme would involve toucan crossings for the same effect.

A Member then wished to offer his thanks to both his colleague for raising the call-in request and for the enthusiasm shown by officers, as demonstrated within the report, for a scheme which was not just about the area in question but would also affect wider areas of the Vale of Glamorgan. The Member then raised a series of questions for the officers as follows:

- Would it be possible to look more deeply into opening the tunnel that would link Cogan to Tesco, Penarth Heights and down to the escarpment?
- There had been mention of several smaller schemes that would link into the proposal and therefore how much effort had been taken to investigate other related projects?
- Does the suggested cycleway extend all the way down Windsor Road?
- How long would it actually take to complete the work for the scheme proposed?

To address the Member's questions, the Section 106 Officer advised that the Local Authority had looked at a variety of schemes in conjunction with the proposal and that the Head of Neighbourhood Services and Transport was looking at more strategic plans in terms of the area's links with Cardiff and surrounding areas in partnership with the scheme put before Members. The Officer also advised that the scheme was not just solely being funded via the s106 sustainable transport monies, there was also £160k s106 remaining from Penarth Heights for highways works which would have an effect on both Windsor Road and Plassey Street, however it was important to note that during peak hours the area would still be a busy traffic area.

but the proposed scheme would help to reduce car speeds. With regards to the cycleway, the Officer also advised that it would be in place all the way down Windsor Road as shown on the plans, however Station Bridge did restrict the cycleway. In conclusion to the Member's questions, the Head of Neighbourhood Services and Transport advised that it would be necessary for her to provide further information on the timescales for the scheme at a later date as further consideration was needed on the orders and regulations involved in delivering the scheme.

A Member then asked after the extent of the consultation exercise that was carried out and queried the level of public support for the scheme. In response, the Head of Neighbourhood Services and Transport advised that Option 1 was the option identified as having the most support by members of the public who had taken part in the consultation process. The Officer also wished to add that the majority of persons who responded to the consultation were vehicle users and therefore the responses did not reflect a desire to encourage walking and cycling through this junction.

In context to the call-in request, Councillor Sivagnanam wished to note that the 'Gateway' aspect of the Scheme was consulted upon with members of the public however she felt that the options were not widely consulted upon. Therefore, she maintained that the scheme was not the best use of the money available and wished to see further information regarding other possible options. The Section 106 Officer confirmed that four options were consulted upon within the consultation, with multiple open questions for residents to provide suggestions for other opportunities.

The Head of Regeneration and Planning wished to remind Members that the Local Authority only had approximately 11 months left to allocate and spend the relevant Section 106 funds before it would be necessary for the funds to be returned to the developer. Therefore, it would not be possible to extend a decision on using the funds. In support of the Council's Section 106 Officer, the Head of Regeneration and Planning also raised a repeated request that should Members have any ideas or comments from members of the public to pass these on via the Section 106 Officer to ensure that additional schemes and/or ideas are considered at the appropriate stage.

A Member noted that the preferred Option for the scheme had changed several times during the time that the scheme was being considered and believed that the multiple changes had bred uncertainty regarding the scheme, however, the Local Authority had reached a point whereby it was required to respond and make a decision going forward urgently and was not in a position to turn down available funds.

In conclusion, Councillor Sivagnanam wished to state that she had only been a local Ward Member, and therefore able to contribute to the planning of the proposal, since her election in May 2017. It was therefore important that the lesson be learned by Members and Officers to correspond much sooner in the process for proposals and she looked forward to receiving further assurances regarding smaller related schemes as mentioned during the meeting.

## RECOMMENDED –

- (1) T H A T the contents of the Cabinet reference, attached report and the consultation report entitled “Penarth Heights Highways and Sustainable Transport” as attached at Appendix A be noted.
- (2) T H A T Cabinet’s decision to implement Option 1 as described in the report, including improvements to Plassey Street subject to final detailed design, be endorsed.
- (3) T H A T Cabinet’s decision for the use of monies from the Section 106 Agreement between the Council and the Developer of the Penarth Heights development to implement Option 1 be endorsed.
- (4) T H A T the Environment and Regeneration Scrutiny Committee be provided with brief updates regarding the Cogan tunnel, bicycle and walking routes from Penarth Heights towards the Tesco site, the route between Pont y Werin to Cardiff Sports Village and the use of installing traffic lights within the proposed scheme.

Reasons for recommendations

- (1) For information.
- (2&3) To endorse Cabinet’s decision.
- (4) To ensure that Committee Members receive regular updates on supplementary works affecting the proposed Penarth Heights Sustainable Transport scheme.

830 REVENUE AND CAPITAL MONITORING FOR THE PERIOD 1<sup>ST</sup> APRIL 2018 TO 31<sup>ST</sup> JANUARY 2019 (DEH) –

The Accountant presented the report to advise Committee of the progress relating to Revenue and Capital expenditure for the period 1<sup>st</sup> April, 2018 to 31<sup>st</sup> January, 2019 and began by stating that the forecast for the 2018/19 revenue budget was currently projected to outturn on target, however, there were some areas of concern to highlight and there would be a drawdown from reserves.

The Officer continued by advising that it was anticipated that there would be a shortfall of £315k against the current financial year’s savings target of £1,029k and that there had also been a small number of changes made to the Capital Programme.

The Officer drew the Committee’s attention to paragraph 2.1 of the report which set out the forecast for the services within the Committee’s remit as shown in the table below:

Directorate/Service	2018/19	2018/19	2018/19	Variance
	Original Budget	Amended Budget	Projected	(+) Favourable (-) Adverse
	£000	£000	£000	£000
Neighbourhood & Transport Services	25,518	25,194	25,509	-315
Unplanned use of reserves to fund overspend	0	0	(315)	+315
Regeneration	2,075	2,065	2,065	0
Development Management	1,060	1,058	1,058	0
<b>Total</b>	<b>28,653</b>	<b>28,317</b>	<b>28,317</b>	<b>0</b>

In regards to the budget relevant to the Neighbourhood Services and Transport service, the Accountant advised that the service was currently projected to outturn on budget, however within the Waste Collection Service, there was still pressure on employee and transport budgets due to down-time involved in travelling to Cardiff to dispose of waste. Additional resources had also been required during the recent service change which introduced the two black bag limit for residual waste. The Officer added that there had recently been an operational change to use a site in Cowbridge as a transfer station for some elements of recycling and it was anticipated that this would decrease the level of down-time currently experienced. Therefore, £200k had been set aside for 2018/19 within the Neighbourhood Services reserve with the aim to offset the budget pressure.

Due to an increase in treatment charges within the recycling market, primarily as a result of China's decision to reject elements of mixed recycling, there was also a pressure within the recycling treatment budget. Again, funding of £430k had been set aside in reserves to cover the pressure in 2018/19, however this was only a one-off funding stream and a cost pressure had been submitted for the 2019/20 budget. Preparations were ongoing to enable the rollout of a kerbside sort method of recycling and it was anticipated that this would reduce the costs currently being incurred on treating recycling.

The Reshaping Services savings target for Neighbourhood and Transport Services for 2018/19 was £951k. £375k of the saving related to the remaining balance to be found from the recent restructure within Neighbourhood Services. The restructure had been effective from 1<sup>st</sup> April, 2018 however due to the timescales and notice periods required, some staff had remained in post longer than anticipated. The Officer also advised that this may have some effect on the level of savings achievable and it was envisaged that the full £951k saving would not be made in the current financial year and therefore a shortfall of £315k was being reported. Plans for the remainder of the savings were currently being developed alongside additional savings for 2019/20 and would be reported to Cabinet in due course, however, the Neighbourhood Services reserve would be required to meet any remaining shortfall in savings at year end.

Moving on to the Regeneration Service budget, the Officer advised that the budget covered the Countryside, Economic Development and Tourism and Events functions of the Council. Although the forecast was again shown as a balanced budget at financial year end, there remained concern over the income targets for car parking charges and commercial opportunities within the Countryside Division, where historic savings targets were unlikely to be achieved in the current financial year. Therefore, efforts were being made to maintain a balance budget by year end, but the situation would need to be closely monitored.

The Officer then addressed the Development Management Service budget and advised that planning application fee income remained behind target. Application fee income was difficult to forecast as there was no regular trend to track, but in the absence of any major applications being received in the current financial year, it was unlikely that the current target could now be achieved. However, as there were underspends in staff costs and building control, income remained buoyant. On this matter, the Officer advised that it was still anticipated that the overall position for the Division at year end would be a break even position and the section was also continuing to pursue the use of Planning Performance Agreements and other income generation initiatives such as pre-planning application advice to help support the regulatory process.

With regards to the 2018/19 savings targets, the Accountant advised that as part of the Final Revenue Budget Proposals for 2018/19, a savings target of £6.298m was set for the Authority and attached at Appendix 1 to the report was a statement detailing all savings targets relating to the Committee. The Officer then drew Members' attention to Appendix 2 of the papers which detailed financial progress on the Capital Programme as at 31<sup>st</sup> January, 2019 and in particular to the following points contained therein:

Local Transport Fund M4 J34 – Emergency powers had been used to increase the 2018/19 Capital Programme by £118k to undertake further studies on the possibility of a new road that would link J34 of the M4 with the A48 (Sycamore Cross) funded by Welsh Government Grant;

To enable suitable works to be planned and programmed on Asset Renewal Highway Structures following the completion of Principle Inspections to Structures in March 2019, it had been requested that £40k be carried forward into the 2019/20 Capital Programme;

Dimming of Street Lighting / Fitting of LED Lights – the conversion of standard lantern units was almost complete and installation of new LED lanterns for ornamental and the Officer advised that bespoke street lighting units in residential areas was programmed to commence in early 2019/20. It had therefore been requested that £365k be carried forward into the 2019/20 Capital Programme.

A Member then wished to gain further clarification on the advice given regarding the Waste Collection service and the continued pressure on employee and transport budgets due to down-time involved in travelling to Cardiff to dispose of waste. With regard to the £200k that had been set aside for 2018/19 within the Neighbourhood Services reserve to offset the budget as well as the £430k that had also been set



aside in reserves to cover the pressure for 2018/19, the Member wished to clarify whether these reserves were taken into consideration alongside the £315k shortfall being reported or whether the shortfall was additional.

In response, the Accountant advised that the reserve amounts were additional to the £315k, however the service had reserved funds at the end of the last financial year in preparation for the said pressures which was possible due to underspends in the 2017/18 budget which meant that funds were moved into reserves for the 2018/19 budget.

The Officer also wished to add that Officers were working on the basis of recycling treatment pressures not being a long term pressure and therefore the Council was currently looking at starting separate recycling which would hopefully mean the Authority would be able to obtain a better price for its recycling rather than paying treatment costs.

The Member thanked the Officer for his clarification but wished to state that if plans were put in place to reserve funds then it should be clearly highlighted within earlier reports presented to the Committee to make the journey of funds more transparent. The Officer responded that the reserves discussed had been highlighted within reports earlier in the financial year.

A Member then wished to reiterate a point previously made with regards to the dimming of street lighting / fitting of LED lights in that the Committee had previously asked for a cost benefit analysis for the lamps which were the non-standard type such as those situated in the Penarth area, the link road and the units on the Docks Road. It was important to identify the cost involved to replace the units to establish if the implementation of the lighting was financially sustainable for the Authority.

In response to the Member's point, the Leader of the Council wished to offer assurances that the Cabinet would be looking into a cost benefit analysis as suggested by the Councillor and would be happy to take the recommendation forward.

As a final point of clarification, the Accountant referred to paragraph 2.10 of the report which referred to the Local Transport Fund for the M4 / J34 in response to a Member's point of clarification that funding for the scheme was being received from Welsh Government, to which, the Head of Neighbourhood Services and Transport advised that the funding was being received from Welsh Government, however it was necessary for the funds to be channelled through the Capital Programme.

#### RECOMMENDED –

- (1) T H A T the position with regard to the 2018/19 Revenue and Capital budgets be noted.
- (2) T H A T a cost benefit analysis be undertaken on the conversion of standard lantern units to the installation of new LED lanterns or ornamental and bespoke street lighting units in residential areas.

Reasons for recommendations

- (1) That Members are aware of the projected Revenue and Capital outturn for 2018/19.
- (2) To ensure that any future conversion works are financially beneficial to the Council.

### 831 VALE OF GLAMORGAN WELL-BEING / IMPROVEMENT OBJECTIVES AND IMPROVEMENT PLAN PART 1 2019/20 (DEH) –

The Head of Planning and Regeneration presented the report, the purpose of which was to seek Members' endorsement of the Improvement Plan Part 1 which outlined the Council's Well-being and Improvement Objectives as well as the associated priority actions as reflected in the Service Plans and proposed service improvement targets for 2019/20.

The Officer advised that the Plans relevant to the two service areas which were Neighbourhood Services and Planning and Regeneration were contained at Appendix 2 to the papers and reflected the Council's continuing review and relevance for the eight Well-being Objectives, within the Corporate Plan, through the integrated planning process which included producing a Service Plan every year.

For ease of reference, Members were directed to pages 18 to 24 of the Council's Improvement Plan Part 1 which outlined the key challenges and planned activities for 2019/20 as aligned specifically to the two Well-being Objectives associated with Well-being Outcome 2 which fell within the remit of the Committee.

**RECOMMENDED –**

- (1) T H A T it be recommended to Cabinet that the Vale of Glamorgan Well-being (Improvement) Objectives and associated priority actions for 2019/20 as aligned to Well-being Outcome 2 be endorsed.
- (2) T H A T it be recommended to Cabinet that the Regeneration and Planning and Neighbourhood Services and Transport Service Plans for 2019/20 be endorsed.
- (3) T H A T it be recommended to Cabinet that the proposed service improvement targets for 2019/20 aligned to Well-being Outcome 2 priorities be endorsed.

Reasons for recommendations

- (1) To ensure the Council fully discharges its statutory duties to set and publish its Improvement Plan Part 1, outlining how it proposes to meet its Well-being (Improvement) Objectives for 2019/20.

(2) To confirm the Service Plans as the primary documents against which performance for the Corporate Plan Well-being Outcome 2 will be monitored and measured.

(3) To ensure the Council reports a relevant set of performance indicators against which it can demonstrate achievements of its Well-being Outcomes and consistently sets challenging yet realistic performance improvement targets for those priorities in line with requirements under the Local Government (Wales) Measure 2009.

### 832 QUARTER 3 (2018-19) PERFORMANCE REPORT: AN ENVIRONMENTALLY RESPONSIBLE AND PROSPEROUS VALE (DEH) –

The Head of Planning and Regeneration presented the report, the purpose which was to advise Members of the performance results for Quarter 3, 1<sup>st</sup> April to 31<sup>st</sup> December, 2018 for the Corporate Plan Well-being Outcome 2, "An Environmentally Responsible and Prosperous Vale."

The Officer advised that overall, the Council had made good progress in delivering its Corporate Plan priorities in relation to the Well-being Outcome 2 Objectives of 'Promoting regeneration, economic growth and employment' and 'Promoting sustainable development and protecting our environment.' This had contributed to an overall Green status for the Outcome at Quarter 3.

85% of planned activities aligned to an environmentally response and prosperous Vale had been attributed a Green performance status reflecting the progress made during the quarter. 13% of planned actions aligned to the Well-being Outcome had been attributed a Red status and 2% an Amber status. As a result, the Officer advised that there was a need to progress the work around feasibility studies for bus, cycling and walking improvements, seeking opportunities to recruit volunteers for transport initiatives, delivering access improvements to the Murch, implementation of the Re:fit Programme, the review of Taxi Licensing Policy, the introduction of dog offense Public Space Protection Orders and the identification of funding to improve the National Cycling Network Route 88.

In conclusion, the Officer advised that out of the 46 performance measures aligned to the Well-being Outcome, 34 were annual measures and consequently would be reported at the end of the year. 12 measures were reported quarterly with the data having been received for 10 during Quarter 3. A RAG status was applicable to 7 of the 10 indicators, 6 were attributed a Green status and 1 an Amber status. The remaining 3 were not attributed a RAG status as the Council was in the process of establishing baselines.

### RECOMMENDED –

(1) T H A T the performance results and progress towards achieving key outcomes in line with the Corporate Plan Well-being Outcome 2 – "The Vale of Glamorgan has a strong and sustainable economy and the local environment is safeguarded for present and future generations" be noted.

(2) T H A T the remedial actions to be taken to address areas of underperformance and to tackle to the key challenges identified be noted.

Reasons for recommendations

(1) To ensure the Council clearly demonstrates the progress being made towards achieving its Corporate Plan Well-being Outcomes aimed at making a positive difference to the lives of Vale of Glamorgan citizens.

(2) To ensure the Council is effectively assessing its performance in line with the requirement to secure continuous improvement outlined in the Local Government Measure (Wales) 2009 and reflecting the requirement of the Well-being of Future Generations (Wales) Act 2015 that it maximises its contribution to achieving the well-being goals for Wales.