

## ENVIRONMENT AND REGENERATION SCRUTINY COMMITTEE

Minutes of a meeting held on 21<sup>st</sup> January, 2020.

Present: Councillor Ms. B.E. Brooks (Chairman); Councillor Ms. S. Sivagnanam (Vice-Chairman); Councillors V.J. Bailey, Mrs. P. Drake, G. John, M.J.G. Morgan, A.R. Robertson, L.O. Rowlands and S.T. Wiliam.

Also present: Councillor N. Moore (Leader) and Councillor P.G. King (Cabinet Member for Neighbourhood Services and Transport).

### 605 APOLOGY FOR ABSENCE –

This was received from Councillor V.P. Driscoll.

### 606 MINUTES –

RECOMMENDED – T H A T the minutes of the meeting held on 17<sup>th</sup> December, 2019 be approved as a correct record.

### 607 DECLARATIONS OF INTEREST –

No declarations were received.

### 608 WITHDRAWAL OF DISCRETIONARY FUNDING FOR FARE PAYING SCHOOL TRANSPORT SERVICES (WHICH DO NOT CATER FOR PUPILS WHO QUALIFY FOR FREE SCHOOL TRANSPORT) (REF) –

The Head of Neighbourhood Services and Transport presented the report which had been referred from Cabinet at its meeting on 16<sup>th</sup> December, 2019. The report had been referred to the Scrutiny Committee for its consideration.

The Consultation Report for Fare Paying School Transport was attached at Appendix A to the report.

It was noted that 26% of respondents to the consultation were issued with a Council free school bus pass and would therefore not be affected by the proposal. The majority of respondents were residents of the Vale of Glamorgan, with 43.13% living in West Barry and Rhoose, 27.41% living in Penarth and surrounding areas, 13.20% in East Barry and 5.33% in Cowbridge and surrounding areas.

The main concerns raised as part of the consultation could be categorised as follows:

- Safety concerns for pupils: It was the responsibility of parents / guardians to ensure the safety of their child / children getting to / from school, as was the

- case for those that currently made their own transport arrangements either by private transport, public transport, cycling or on foot;
- Would increase traffic and pollution: It was likely that the proposal would lead to increased traffic and possible increase in pollution, but this was entirely dependent on the modes of transport that parents / students subsequently opted to use. For example walking and cycling would not lead to increased traffic and pollution and would assist in the Vale of Glamorgan's Corporate Plan to encourage an Active and Healthy Vale, as well as assisting the Council's climate change commitment;
  - Discriminated against low income households: The proposal would provide a balanced approach to such service provision, as the provision of fare paying school transport was currently ad hoc to those students who were not entitled to free home to school transport and did not currently have access to a fare paying service, and this was regardless of household income;
  - Discriminated against children: It was acknowledged that this proposal specifically targeted service provision that predominately catered for children. However, it should be noted that the Council was undertaking the rationalisation of a number of services, especially within the Directorate of Environment and Housing Services and such changes could affect all age groups, in order to achieve the financial savings required;
  - Discriminated against St. Richard Gwyn pupils: It was acknowledged that this proposal would affect children from St. Richard Gwyn R/C High School that currently used fare paying school transport services. However, this proposal also affected children who attend other schools, not just St. Richard Gwyn R/C High School. Therefore the proposal was not discriminatory. It should also be noted that following on from a recent reassessment of the walking route from Dinas Powys to St. Richard Gwyn, pupils who previously paid a fare now qualified for free school transport;
  - Affect attendance: It was the responsibility of parents / guardians to ensure that their child / children attended school, as was the case for those that currently made their own transport arrangements;
  - Discriminated against pupils in rural areas: It was acknowledged that this proposal would affect children in rural areas that currently used fare paying school transport services. However, the proposal also affected children from urban areas alike. Therefore the proposal was not discriminatory. It should also be noted that pupils who were not entitled to a free bus pass were considered to have an available walking route to get to and from school, where the distance was under the qualifying threshold for free school transport;
  - Pupils should be forced to go to local schools: This remained a matter for parental choice depending on school place availability. However, it should be noted that where parental / guardian choice was exercised and the chosen school that was not the nearest suitable school, exceeded the 2 mile for primary schools, or 3 mile for secondary schools walking distance from the child's home address, then it was the parents' / guardians' responsibility to make their own home to school transport arrangements. This was currently the case for many parents that exercised this choice and did not have access to a fare paying school transport service;
  - Discriminated against parents / guardians without a car: It was acknowledged that options for parents without access to a car were less compared to those

that did. However, if the children were using the fare paying school transport service because they were not entitled to free home to school transport by virtue of distance then they were within the accessible walking distance to their school, an option undertaken by many other students that did not currently have access to either fare paying school transport or private transport. Therefore this proposal was not discriminatory;

- Discriminated against Welsh medium school pupils: It was acknowledged that this proposal would affect children attending Welsh medium schools that currently used fare paying school transport services. However, the proposal also affected children attending English medium schools alike. Therefore the proposal was not discriminatory;
- Increased fares: It was acknowledged that should an existing or alternative service provider decide to retain the service and register it as a commercial fare paying school service without any support from the Council, then it was likely that they would apply higher charges reflective of the cost of the service to those currently applied on the Council supported service;
- Discriminated against disabled children: It was acknowledged that some children with certain disabilities may be affected by this proposal. However, where there were such issues, parents / guardians could apply to the Council's Additional Learning Needs and Wellbeing Department to assess their child for free home to school transport under Additional Learning Needs (ALN). In addition and dependant on meeting specific criteria with regard to disability, the child could also apply for a concessionary bus pass that would entitle them to use any local bus service in Wales. Therefore the proposal was not discriminatory .

The report outlined that while withdrawal of funding for these services was being proposed, the services may remain in place, but this would be entirely dependent on the interest in the bus market to do so and would rely on individual bus operators continuing to provide the service without subsidy from the Council.

Services and schools that could be affected by the withdrawal of funding for fare paying school transport were:

351 (St. Athan Primary) and the S40 (Llantwit Major Comprehensive) was run as a linked bus service with operators providing a reduced price for running two services on one bus. This was possible due to the start and finish times of these schools. The cost of this service was £164 a day from September 2019. The fare paying element of the linked service was solely the 351 bus service. Operating this service as just the S40 would save the Council approximately £30 per school day (£5,700 per school year).

The P122 (Llangan Primary) and the S22 (Cowbridge Comprehensive) was run as a linked bus service with operators providing a reduced price for running two services on one bus. This was possible due to the start and finish times of these schools. The cost of this service was £149 a day from September 2019. Due to only a small element of this service now being fare paying there was no saving to be made from splitting these bus services. However, the Council could generate income by selling spare seats on this service as opposed to operating a fare paying service.

The P125 (Ysgol St. Curig and St. Baruc) and the S2 (Pencoedtre High / Whitmore High / Ysgol Bro Morgannwg) was run as a linked bus service with operators providing a reduced price for running two services on one bus. This was possible due to the start and finish times of these schools. The cost of this service was £189 a day from September 2019. Reducing the fare paying element on these linked services would mean a reduction in vehicle size and journey length which could save the Council approximately £50 per school day (£9,500 per school year).

The P132 (Ysgol Pen Y Garth) and S57 (Stanwell Comprehensive) was run as a linked bus service with operators providing a reduced price for running two services on one bus. This was possible due to the start and finish times of these schools. The cost of this service was £238 a day from September 2019. This route could be split into a taxi service (P132) and a large coach (S57) which could save the Council approximately £35 per school day (£6,650 per school year).

The S10 (Pencoedtre High / Whitmore High / Ysgol Bro Morgannwg) was run as a standalone service and from September 2019 would cost £89 per day. Withdrawal of funding for this service could save the Council £89 per school day (£16,910 per school year).

The S14 (Pencoedtre High / Whitmore High) was run as a standalone service and from September 2019 would cost £92 per day. There were a small number of pupils who qualified for free school transport allocated to this service who would require a 6 seat taxi. Reducing the fare paying element on this service would mean a reduction in vehicle size and journey length which could save the Council approximately £45 per school day (£8,550 per school year).

The S49 (St. Richard Gwyn) was run as a standalone service and from September 2019 would cost £89 per day. Withdrawal of funding for this service could save the Council £89 per school day (£16,910 per school year).

The P133 (St. Joseph's Primary) was run as a standalone service and from September 2019 would cost £75 per day. There were a small number of pupils who qualified for free school transport allocated to this service who would require a 5 seat taxi. Reducing the fare paying element on this service would mean a reduction in vehicle size and journey length which could save the Council approximately £35 per school day (£6,650 per school year).

The P138 (St. Illtyds Primary) was run as a standalone service and from September 2019 would cost £80 per day. Withdrawal of funding for this service could save the Council £80 per school day (£15,200 per school year).

The P139 (Ysgol Pen Y Garth) and S58 (Stanwell Comprehensive) was run as a linked bus service with operators providing a reduced price for running two services on one bus. This was possible due to the start and finish times of these schools. The cost of this service was £228 a day from September 2019. Due to only a small element of this service now being fare paying there was no saving to be made from splitting these services. However, the Council could generate income by selling spare seats on this service as opposed to operating a fare paying service.

The P97 (Llansannor Primary) and S31 (Cowbridge Comprehensive) was run as a linked bus service with operators providing a reduced price for running two services on one bus. This was possible due to the start and finish times of these schools. The cost of this service was £159 a day from September 2019. Due to only a small element of this service now being fare paying there was no saving to be made from splitting these services.

The S51 (St. Richard Gwyn) was run as a standalone service and was previously a fare paying service. Due to a reassessment of the walking route from Dinas Powys to the school, the pupils who previously paid a fare for this service now qualified for free school transport. There was no saving to be made on this route.

The P135 (St. Andrews Primary) was run as a standalone service and was previously a fare paying service. Due to a reassessment of the walking route from Barry to the school, the pupils who previously paid a fare for this service now qualified for free school transport.

Attached at Appendix C to the report were the current timetable and route maps for these services.

The current average numbers of fare paying pupils only using these services is in the table below:

			AM	PM
P97	Peyton Travel	Llansannor CiW	1	1
P122	Peyton Travel	Llangan Primary	0	0
P125	Watts	Ysgol St. Curig / St. Baruc	10	15
P132	Creigiau	Ysgol Pen y Garth	18	18
P133	Peyton Travel	St. Josephs	0	10
P138	Watts	St. Illtyd		
P139	Creigiau	Ysgol Pen y Garth	21	25
351	Peyton Travel	St. Athan Primary	45	45
S2	Watts	Pencoedtre High/ Whitmore High / Ysgol Bro	37	30
S10	Watts	Pencoedtre High	57	55
S14	Watts	Pencoedtre High/ Whitmore High./ Ysgol Bro	29	42
S40	Peyton Travel	Llantwit Major Comprehensive	5	5
S49	Watts	St. Richard Gwyn	44	44

Following detailed consideration of the issues, it was considered appropriate to delay the proposed withdrawal of fare paying school transport services until the end of the 2019/20 academic year (i.e. with effect from 31<sup>st</sup> July, 2020), which in turn would enable parents / guardians time to make alternative arrangements and for Council officers to provide the required notice to contracted service suppliers.

A lead in to the proposed withdrawal of this funding would also allow officers time to work with operators to look at the possibility of setting up some of the fare paying

school transport services on a commercial basis. Certain operators had already expressed an interest in running some of the services on a commercial basis, as previously reported to Cabinet in the report dated 18<sup>th</sup> February, 2019. These were currently as follows:

S10 – Pencoedtre High School, Whitmore High School and Ysgol Bro Morgannwg  
S14 – Pencoedtre High School and Whitmore High School  
S49 – St. Richard Gwyn RC High School.

Of the responses received to the consultation 64% were from those using secondary school fare paying services. As part of the Council's commitment to encouraging and promoting Active Travel throughout the Vale of Glamorgan, the Transport Services department had allocated part of its Welsh Government Core Active Travel funding to commission school engagement sessions which would develop pupil knowledge around Active Travel and feed into the production of Active Travel maps for every secondary school in the Vale of Glamorgan. The Active Travel maps would be produced in conjunction with pupil feedback with 10,000 copies of each map being produced and given to pupils. This would assist in promoting more active travel to and from secondary schools with less reliance on private cars and school buses.

A Committee Member referred to route P138 – St. Illtyds to Eglwys Brewis and the Member stated that Walnut Grove, in his view, was more than the 2 mile limit. He therefore asked if this route could be checked. The Member also raised a query on behalf of a resident of Scotts Close in St. Athan whose child attended St. Illtyds Primary School who had advised the Member that the bus service was never on time and so that parent had had to use a taxi. In reply, the Head of Neighbourhood Services and Transport stated that the Member's queries would be looked into.

A Committee Member stated that there was a concern of these being "unreliable services", so a lot of operators would pull out as these were unlikely to attract any commercial interest. In reply, the Head of Neighbourhood Services and Transport stated that commercial interest was outlined in paragraph 2.24 with potential operators for routes S10, S14 and S49. The Member then stated that rural parts of the Vale would be more difficult, and he asked whether there was a way to encourage more people to use the bus services which would lead to more passengers as well as less cars on the road. The Head of Neighbourhood Services and Transport stated that this was looked into a few years ago, when the fares were doubled which was met with a lot of public opposition and still resulted in Council subsidies. She added that there would still be costs to the Council, even if the bus services were full, and the subsidy paid by the Vale Council was large for a small number of pupils. All the routes had been assessed, and if these were unsafe, then some children would be eligible for free school transport.

The Member then suggested whether the Council could look at school bus services across the whole of the Vale and opportunities to work in partnership with commercial operators in order to increase passenger numbers. The Head of Neighbourhood Services and Transport stated the Council already did this and the problem was when the fares were doubled some parents chose alternative methods.

In addition, the Council wanted to encourage Active Travel such as walking and cycling.

In referring to the Equality Impact Assessment, attached as an appendix to the report, a Committee Member queried the issues around discrimination and what was being done to offset these. In response, the Head of Neighbourhood Services and Transport stated these were set out in paragraphs 2.3.3., 2.3.4 and 2.3.5 of the report. The key consideration was that these routes were not dictated by policy, so advice to parents would be inconsistent. To offset some of the issues, the Council was working closely with schools to develop Travel Plans and would also provide advice regarding the best options available.

A Committee Member asked for clarification regarding the process of setting up the routes and he stated that it was likely that all services except S10, S14 and S49 were likely to cease. The Head of Neighbourhood Services and Transport advised that routes were agreed via a tender rate. These routes had been in place prior to 2000, before she joined the Council so there must've been various different reasons, some of which could have been political. She commented that it would be too costly for the Council to adopt a discretionary policy for all school children.

The Committee queried the overall savings from withdrawing the discretionary payments. The Principal Accountant advised that the Council could make an overall saving of approximately £151k per school year with this proposal. The £151k would be made up of a £65k underspend and a £86k savings by withdrawing funding for the fare paying school services. It had been assumed that £80k would be required to provide transport for pupils who qualified for free school transport and who had been allocated to fare paying school services. This would be transferred from the Fare Paying budget as it would need to be funded from the Education school transport budget going forward, although, it could be reduced if operators ran some of these services on a commercial basis. This transfer had already been accounted for when calculating the budget saving of £151k.

In outlining his observations, a Committee Member stated that the routes within the report were random services which had been developed for historic reasons. The Member stated that the Council needed to consider the whole picture of safety and the need to reduce traffic congestion while encouraging people to use public transport. The Member queried whether there was a better way and suggested for the Council to develop a policy to improve school transport and encourage parents to use public services.

The Cabinet Member, with permission to speak, stated that he wanted to clarify whether the Committee was suggesting for a discretionary policy to cover the whole of the Vale. The reasoning for the proposal was to withdraw the discretionary element and to further encourage Active Travel. A Committee Member commented that what was being proposed was a separate and broader piece of work to look at ways to improve school bus services across the whole of the Vale in partnership with operators.

The Leader, in being asked to comment, stated that where parental choice had been exercised then the Council did not have a statutory responsibility to pay for children

to get to school. In addition, it was important to recognise that the bus services had been deregularised and was something that the Council could not run on its own. Therefore, there was very little option left open to the Council.

A Committee Member queried whether the Greenlinks Service could be expanded. In reply, the Cabinet Member for Neighbourhood Services and Transport, with permission to speak, stated that this was not a commercial operation and there was some difficulty in attracting a pool of volunteer drivers. Expansion of the service had been trialled unsuccessfully in the Llantwit Major area. The Cabinet Member suggested that a further review of opportunities could be something that a Task and Finish Group looked into.

Overall, the Committee was in agreement with the establishment of a Task and Finish Group to review the options available to the Council around school bus services and opportunities to work with commercial operators and community groups. The Chairman suggested that the idea of a Task and Finish Review be referred to the Scrutiny Committee Chairmen and Vice-Chairmen Group in order to assess whether this could be a priority activity.

Subsequently, it was

**RECOMMENDED – T H A T** the possibility of the Environment and Regeneration Scrutiny Committee undertaking a Task and Finish Review into school bus services across the Vale of Glamorgan and opportunities to work with commercial operators and community groups be considered by the Scrutiny Committee Chairmen and Vice-Chairmen Group.

#### Reason for recommendation

In order to consider Task and Finish Group activity for the Scrutiny Committees.

#### 609 REVENUE AND CAPITAL MONITORING FOR THE PERIOD 1<sup>ST</sup> APRIL TO 30<sup>TH</sup> NOVEMBER 2019 (DEH) –

The Principal Accountant presented the report which advised of progress relating to revenue and capital expenditure for the period 1<sup>st</sup> April to 30<sup>th</sup> November, 2019.

The service is anticipating an adverse variance by year end and will not achieve its savings target in full this year.

	<b>2019/20</b>	<b>2019/20</b>	<b>2019/20</b>	<b>Variance</b>
Directorate/Service	<b>Original Budget</b>	<b>Amended Budget</b>	<b>Projected</b>	<b>(+)Favourable (-) Adverse</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Neighbourhood & Transport Services	25,443	25,538	27,538	(2,000)
Unplanned use of reserves to fund overspend	0	0	(2,000)	+2,000



Building Services	0	0	0	0
Regeneration	2,057	2,022	2,022	0
Development Management	967	963	963	0
<b>Total</b>	<b>28,467</b>	<b>28,523</b>	<b>28,523</b>	<b>0</b>

Neighbourhood Services and Transport – This service was currently projected to have an adverse variance of £2m against the 2019/20 budget. As part of the Initial Revenue Budget Proposals 2020/21, presented to Cabinet on 18<sup>th</sup> November, 2019, £2m was transferred into the Neighbourhood Services reserve acknowledging the issues arising in 2019/20. This reserve would be utilised to balance this budget in the current financial year.

Plans for achieving savings were being implemented however several of the proposed savings had a long lead in time therefore it was currently projected that £470k of the savings target would not be achieved during 2019/20.

Within the Waste Collection Service it was anticipated that there would be an adverse variance of around £880k. There was still pressure on employee and transport budgets due to downtime involved in travelling to Cardiff to dispose of waste. The recent changes to the waste collection service to move to a source separated method of collection had required further resource in the initial period of service change. There was also pressure on the budget due to the high price currently being paid to treat the Vale's co-mingled recycling. The price had increased steadily over the last couple of years since China banned elements of recycling such as plastic into the country. This had been compounded by a high percentage of dry recycling collected since May 2019 being rejected by the new contractor. Changes had been made to the collection process with the aim of ensuring the correct containers were placed on the kerbside for dry recycling therefore it was anticipated that considerably less recycling would be rejected going forward. However, it was anticipated that these factors had added an additional £400k pressure to the budget. Preparations were ongoing to enable the full rollout of a kerbside sort method of recycling. It was anticipated that this would reduce the costs currently being spent on treating recycling however the rollout had been phased from October 2019 starting in the Western Vale therefore the full benefit would not be achieved in 2019/20.

There was also currently a pressure of around £100k on the staffing budget at Barry Island. Due to the popularity of the resort additional resources had been utilised to maintain the expected cleanliness standards of the beach and promenade.

In addition there was a projected adverse variance against the street lighting energy budget. Although efforts had been made over previous years to turn a high percentage of street lighting to LED there had been significant increases to the cost of energy. The cost had increased by 13% in 2018/19 and now a further 9.5% in 2019/20. There was therefore a projected adverse variance of £150k against this budget.

Regeneration – This budget covered the Countryside, Economic Development and Tourism and Events functions. Although the forecast was again shown as a

balanced budget at year end, there remained concern over historic savings targets for car parking charges and commercial opportunities within the Countryside Division. Staff training on the identification and handling of Ash die-back had been undertaken in the Countryside Division for which there was no existing revenue budget, however the Division had deemed the issue of high importance. Workshop tenancies were once again buoyant. Efforts were being made across the Division to reduce expenditure to mitigate the pressures on the budget mentioned hence the service was still hoping to achieve a balanced budget at year end.

Development Management – Planning fee income remained on track to achieve its target budget. Staff changes and short term vacancies whilst the recruitment process took place had resulted in an underspend on staff costs. In addition, the Division was also continuing to pursue the use of Planning Performance Agreements and some consultancy work, along with other streams of income generation such as pre-planning application advice to help support the regulatory process, in line with 2019/20 savings targets.

As part of the Final Revenue Budget Proposals for 2019/20, a savings target of £1.076m was set for the Committee. The £600k Reshaping Services savings target, set for Neighbourhood Services, had now been allocated into specific projects. A target of £32k had been set for Single Use Sports Facilities and this project was being reported via the Healthy Living and Social Care Scrutiny Committee. This therefore now brought the total savings target for this Committee to £1.044m. Attached at Appendix 1 to the report was a statement detailing all savings targets for 2019/20. Neighbourhood Services and Transport were projecting that they would achieve around half of their saving target. Updates on progress would be provided to Members during the year.

Appendix 2 to the report detailed financial progress on the Capital Programme as at 30<sup>th</sup> November, 2019. The following changes had been made to the Capital Programme since the last report to Committee.

Ogmore by Sea / St. Brides Major Sustainable Transport Improvements – Delegated Authority had been used to increase this budget by £38k using Sustainable Transport Section 106 contributions received from the developers at Ogmore Residential Centre and Ogmore by Sea Caravan Park. The scheme comprised of numerous sustainable transport schemes throughout Ogmore by Sea and St. Brides Major to improve infrastructure for pedestrians and public transport. Ogmore by Sea / St. Brides Major Sustainable Transport Improvements – Delegated Authority had been used to increase this budget by £38k using Sustainable Transport Section 106 contributions received from the developers at Ogmore Residential Centre and Ogmore by Sea Caravan Park. The scheme comprised of numerous sustainable transport schemes throughout Ogmore by Sea and St. Brides Major to improve infrastructure for pedestrians and public transport.

Vehicle Replacement Programme – Certain vehicle lives had been prolonged and instead of replacing vehicles this year, they would now be replaced in 2020/21. It had therefore been requested that £700k be carried forward into the 2020/21 Capital Programme.

Dinas Powys Library Bridge – The tender for these works was being prepared however it had been agreed with the school and Library that the works would now be carried out during the summer holidays 2020. The works would take a full six weeks to complete, so this approach would minimise disruption and enable risk of overrun to be managed more effectively. It had been requested that £100k be carried forward into the 2020/21 Capital Programme.

WelTAG Stage 2 Study Dinas Powys Transport Network – There had been a request to include a new scheme into the 2019/20 Capital Programme of £70k, to be funded from the Neighbourhood Services Reserve to progress this WelTAG study.

WelTAG 1 Study Transport Link from the Five Mile Lane to Cardiff Airport – There had been a request to include a new scheme into the 2019/20 Capital Programme of £15k, to be funded from the Neighbourhood Services Reserve to progress this WelTAG study.

Barry Island Shelters – A virement of £32k had been requested from this budget in 2019/20 to the Eastern Shelter Resurface Roof scheme to create a total budget of £122k to enable the completion of essential engineering remedial and maintenance works to the Eastern Shelter.

Traffic Signal Upgrades – There was a review of traffic signal operations ongoing to identify priority works prior to implementing suitable schemes. It had therefore been requested to carry forward £60k into the 2020/21 Capital Programme.

Street Lighting Energy Reduction Strategy – Works were ongoing to identify and confirm a suitable and appropriate alternative street lighting column to replace the existing Victorian columns within the Penarth area. This had therefore impacted on the implementation of this scheme. Works would continue when a suitable solution was agreed and could be successfully implemented, potentially in the next financial year. It had therefore been requested that £350k was carried forward into the 2020/21 Capital Programme.

Dimming of Street Lighting/Fitting of LED lanterns – Works were ongoing to identify and confirm a suitable and appropriate alternative street lighting column to replace the existing Victorian columns within the Penarth area. This had therefore impacted on the implementation of this scheme. Works would continue when a suitable solution was agreed and could be successfully implemented, potentially in the next financial year. It had therefore been requested to carry forward £415k into the 2020/21 Capital Programme.

Street Lighting Column Replacement – Works were ongoing to identify and confirm a suitable and appropriate alternative replacement street lighting column to replace the existing Victorian columns within the Penarth area. Options were currently being considered, it had therefore been requested to carry forward £150k into the 2020/21 Capital Programme.

Boverton Flooding – The scheme was complete; the works were managed effectively to reduce risks associated with the project and therefore completed successfully within budget without the need to use the allocated risk allowance incorporated

within the overall budget. It had been requested that this budget be reduced by £691k within 2019/20 Capital Programme.

Coastal Assets – £14k of this budget had been allocated for works to Penarth Pier and it had therefore been requested to vire £14k to the Penarth Pier scheme in the 2019/20 Capital Programme.

St. Athan Sustainable Transport Improvements – A new bid would be submitted to Welsh Government for Active Travel funding for 2020/21 which in conjunction with these Section 106 monies would allow construction of already designed active travel route through St. Athan. It had been requested to carry forward £143k into the 2020/21 Capital Programme.

New Household Waste Recycling Western Vale – It had been requested that £505k be carried forward into the 2020/21 Capital Programme to allow sufficient designs to be drafted and for planning and environmental permitting applications to be submitted which was expected to take around 6-9 months. Construction was unlikely to commence until late Summer / Autumn 2020.

Barry Regeneration Partnership – It had been requested that £384k be carried forward into the 2020/21 Capital Programme to be used as match funding for the Council's Strategic Projects in the Cardiff Capital Region (CCR), Targeted Regeneration Investment (TRI) priority project list.

TRI Thematic Grants Programme – On 18<sup>th</sup> November, 2019, the Welsh Government sent the Council a variation to the award of funding in relation to the Targeted Regeneration Investment Programme for the South East Wales (Cardiff City Region) Urban Centre Property Enhancement Fund and the Urban Centre Living Grant Award of 21<sup>st</sup> March, 2019. This letter reprofiled the grant. It had been requested that the grant be reprofiled as set out in the table below to be in line with the recent award letter.

	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Original Profile	£162k	£808k	£970k
New Profile	£40k	£930k	£970k

A Committee Member queried staffing costs associated with Barry Island. In reply, the Principal Accountant stated that the total budget was £400k of which staff accounted for £290k, however this was currently overspent. In addition, the Head of Neighbourhood Services and Transport stated that when the Island was fairly busy, additional staff and Enforcement Officers would be proactive, particularly in relation to litter. The officer clarified that enforcement of litter would bring in revenue but this did not fully cover the costs to the Council.

The Committee queried volunteer schemes to assist over on Barry Island. In reply, the Head of Neighbourhood Services and Transport stated that the Council did receive a lot of assistance but some work of volunteers would be ad hoc and therefore efforts needed to be fully co-ordinated. She advised that litter and rubbish

was a small part of the work of the Council but the more volunteers the better, so this would be looked into further.

Having considered the report, it was

RECOMMENDED – T H A T the position with regard to the 2019/20 revenue and capital budgets be noted.

Reason for recommendation

So that Members are aware of the projected revenue outturn for 2019/20.

610 3<sup>RD</sup> QUARTER SCRUTINY DECISION TRACKING OF  
RECOMMENDATIONS AND UPDATED WORK PROGRAMME SCHEDULE  
2019/20 (MD) –

The Democratic and Scrutiny Services Officer presented the report which advised Members of progress in relation to the Scrutiny Committee's recommendations and provided an update on the Work Programme Schedule for 2019/20.

Members noted that the Committee's recommendations to Cabinet regarding the Initial Budget Proposal for 2020/21 were noted by Cabinet. In addition, two site visits were in the process of being arranged. A visit to Tip Treasures in Swansea would be arranged for the week commencing 3<sup>rd</sup> February while a visit to the Cowbridge Waste Transfer Facility would be arranged later in the same month.

Having considered the report, it was

RECOMMENDED –

(1) T H A T the recommendations deemed as completed below be approved:

<b>16 October 2019</b>	
<p><b>Min. No. 375 – Penarth to Cardiff Barrage Sustainable Transport Corridor WeITAG Stage 2 Update (DEH) – Recommended</b> (2) That Cabinet be advised that the Scrutiny Committee supports the progression of the recommended options (Options 1A, 1B and 3) as outlined within the Penarth to Cardiff Barrage Sustainable Transport Corridor WeITAG Stage Two study. (3) That Cabinet be advised of the Scrutiny Committee's view in relation to Option 1 (1A and 1B) - active travel proposals for the Penarth to Cardiff</p>	<p>Cabinet, on 21<sup>st</sup> October 2019 resolved [1] That the progress made on the Penarth to Cardiff Barrage Sustainable Transport Corridor WeITAG Stage 2 Study relating to improving sustainable connectivity with a corridor between Penarth and Cardiff Barrage alongside the comments received from the Environment and Regeneration Scrutiny Committee on 16<sup>th</sup> October, 2019 be noted. [2] That the content of the reference and relevant appendices be noted in collaboration with the same matter at Agenda Item No. 13 of the agenda.</p>

<p>Barrage Corridor, that emphasis to be placed on the active travel schemes that will be progressed under Option 1A.</p> <p>(4) That Cabinet be advised that in relation to Options 1A and 1B, assessment should be undertaken of the accessibility for older people and people with a physical impairment.</p> <p>(5) That Cabinet be advised that in relation to Option 2 and a bus priority link across Cardiff Barrage, that an assessment of the full range of transport options be undertaken along with an assessment of the accessibility for older people and people with a physical impairment.</p> <p>(6) That Cabinet agree that a report of the further assessment of Option 2 be provided to the Scrutiny Committee.</p>	<p>C120 refers)</p> <p>[1] That the comments of the Environment and Regeneration Scrutiny Committee from its 16<sup>th</sup> October 2019 meeting, as set out at agenda item 8, be noted.</p> <p>[2] That the progress made on the Penarth to Cardiff Barrage Sustainable Transport Corridor WeITAG Stage Two Study relating to improving sustainable connectivity through the corridor between Penarth and Cardiff Barrage be noted.</p> <p>[3] That the progression of the recommended options (Options 1 and 3) outlined within the Penarth to Cardiff Barrage Sustainable Transport Corridor WeITAG Stage Two study be approved taking into account the comments of the Environment and Regeneration Scrutiny Committee and the Officer's report with relevant appendices.</p> <p>[4] That the in relation to Option 2 and a bus priority link across Cardiff Barrage, that an assessment of the full range of transport options be undertaken along with a fast cross barrage peak hours service pilot in collaboration with the Harbour Authority and Cardiff Council. (Min. No. C125 refers) <b>Completed</b></p>
<b>19 November 2019</b>	
<p><b>Min. No. 461 – 2<sup>nd</sup> Quarter Scrutiny Decision Tracking of Recommendations and Updated Work Programme Schedule 2019/20 (MD) – Recommended</b></p> <p>(1) That the updated work programme schedule attached at Appendix D to the report be uploaded to the Council's website.</p>	<p>Uploaded to the Council's website. <b>Completed</b></p>
<b>17 December 2019</b>	
<p><b>Min. No. 550 – Initial Revenue Budget Proposals 2020/21 and Revised Budget 2019/20 (DEH) – Recommended That the Corporate</b></p>	<p>Referred to Corporate Performance and Resources Scrutiny Committee meeting on 19<sup>th</sup> December, 2019, which recommended that the Scrutiny</p>

<p>Performance and Resources Scrutiny Committee recommend to Cabinet, that despite the indicative budget increase of 4.9% for 2020/21 from Welsh Government, that it be noted that the cost pressures for Environment and Housing will still remain and need to be fully considered.</p>	<p>Committee's recommendations be forwarded to the Cabinet meeting to be held on 20<sup>th</sup> January, 2020. (Min No 570 refers) Cabinet, at its meeting on 20<sup>th</sup> January, 2020 noted the contents of the report. (Min No C190 refers) <b>Completed</b></p>
<p><b>Min. No. 551 – Initial Capital Programme Proposals 2020/21 to 2024/25 and Capital Monitoring 2019/20 (DEH) – Recommended</b> That the Corporate Performance and Resources Scrutiny Committee recommend to Cabinet, for emphasis to be given to bid NST1 - Carriageway resurfacing/Surface treatments, which should be successful in order to maintain roads to an acceptable standard and because resurfacing is recognised as a major challenge as standards could deteriorate very quickly.</p>	<p>Referred to Corporate Performance and Resources Scrutiny Committee meeting on 19<sup>th</sup> December, 2019, which recommended that the Scrutiny Committee's recommendations be forwarded to the Cabinet meeting to be held on 20<sup>th</sup> January, 2020 and that emphasis should be given to bid NST1 – Carriageway resurfacing / Surface treatments, which should be successful in order to maintain roads to an acceptable standard and because resurfacing is recognised as a major challenge as standards could deteriorate very quickly. (Min No 569 refers) Cabinet, at its meeting on 20<sup>th</sup> January, 2020 resolved that the contents of the report be noted and would be considered as part of the budget setting process. (Min No C191 refers) <b>Completed</b></p>
<p><b>25 June 2019</b></p>	
<p><b>Min. No. 84 – Weltag Stage Two M4 To A48 Update (REF) – Recommended</b> (3) That a letter be sent to the Welsh Government Minister in light of the Welsh Government declaration of a climate emergency, requesting the Welsh Government to outline its vision and how the impact on the environment would be minimised.</p>	<p>Response from Welsh Government Minister emailed to Members on 2<sup>nd</sup> January, 2020. <b>Completed</b></p>

(2) T H A T the forward work programme be updated and uploaded to the Council's website.

#### Reasons for recommendations

(1) To maintain effective tracking of the Committee's recommendations.

(2) For information.