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Bridgend County Borough Council



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**Cyfarwyddiaeth y Prif Weithredwr / Chief
Executive's Directorate**

Deialu uniongyrchol / Direct line /: 01656 643148 /
643147 / 643694

Gofynnwch am / Ask for: Democratic Services

Ein cyf / Our ref:

Eich cyf / Your ref:

Dyddiad/Date: Tuesday, 13 July 2021

Dear Councillor,

SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

A meeting of Subject Overview and Scrutiny Committee 3 will be held remotely - via Microsoft Teams on **Monday, 19 July 2021 at 09:30**.

AGENDA

1. Apologies for Absence
To receive apologies for absence from Members.
2. Declarations of Interest
To receive declarations of personal and prejudicial interest (if any) from Members/Officers in accordance with the provisions of the Members Code of Conduct adopted by Council from 1 September 2008 (including whipping declarations)
3. Approval of Minutes 3 - 14
To receive for approval the minutes of the meeting of the 26/04/2021
4. Climate Change Response and Net-Zero Carbon by 2030 15 - 24

Invitees

Councillor Huw David – Leader
Councillor Stuart Baldwin - Cabinet Member Communities
Councillor Richard Young – Chair - Bridgend 2030 Decarbonisation Programme Board
Janine Nightingale - Corporate Director, Communities
Zak Shell - Head of Operations - Community Services
Ieuan Sherwood - Group Manager - Economy, Natural Resources & Sustainability
Gareth Clubb - Climate Change Response Manager

Sam Wright-Green - Associate - Carbon Trust
David Powlesland - Senior Manager - Carbon Trust

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5. Waste Provision Post 2024

25 - 34

Invitees:

Councillor Hywel Williams - Deputy Leader
Councillor Stuart Baldwin - Cabinet Member Communities
Janine Nightingale - Corporate Director, Communities
Gill Lewis - Interim Chief Officer Finance, Performance and Change
Zak Shell - Head of Operations - Community Services
Sian Hooper - Cleaner Streets & Waste Contract Manager

6. Forward Work Programme Update

35 - 44

7. Urgent Items

To consider any item(s) of business in respect of which notice has been given in accordance with Part 4 (paragraph 4) of the Council Procedure Rules and which the person presiding at the meeting is of the opinion should by reason of special circumstances be transacted at the meeting as a matter of urgency.

Note: Please note: Due to the current requirement for social distancing this meeting will not be held at its usual location. This will be a virtual meeting and Members and Officers will be attending remotely. The meeting will be recorded for subsequent transmission via the Council's internet site which will be available as soon as practicable after the meeting. If you have any queries regarding this, please contact cabinet_committee@bridgend.gov.uk or tel. 01656 643147 / 643148.

Yours faithfully

K Watson

Chief Officer, Legal, HR & Regulatory Services

Councillors:

JPD Blundell
N Clarke
P Davies
DK Edwards
DG Howells
DRW Lewis

Councillors

JR McCarthy
JC Radcliffe
RMI Shaw
JC Spanswick
RME Stirman
G Thomas

Councillors

MC Voisey
LM Walters
A Williams
JE Williams

Agenda Item 3

SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3 - MONDAY, 26 APRIL 2021

MINUTES OF A MEETING OF THE SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3
HELD REMOTELY VIA MICROSOFT TEAMS ON MONDAY, 26 APRIL 2021 AT 09:30

Present

Councillor JPD Blundell – Chairperson

SE Baldwin	N Clarke	P Davies	DK Edwards
J Gebbie	T Giffard	CA Green	DG Howells
M Jones	JR McCarthy	RMI Shaw	JC Spanswick
RME Stirman	E Venables	LM Walters	JE Williams

Apologies for Absence

DRW Lewis, RL Penhale-Thomas, JC Radcliffe, KL Rowlands, G Thomas and MC Voisey

Officers:

Nicola Bunston	Consultation Engagement and Equalities Manager
Meryl Lawrence	Senior Democratic Services Officer - Scrutiny
Tracy Watson	Scrutiny Officer
Delyth Webb	Group Manager - Strategic Regeneration

117. DECLARATIONS OF INTEREST

Cllr SE Baldwin declared a personal interest in item 4, as he was a Member of the Town Hall Trust.

118. APPROVAL OF MINUTES

RESOLVED: That the Minutes of a meeting of Subject Overview and Scrutiny Committee 3 dated 17 December 2020 be approved as a true and accurate record.

119. BRIDGEND TOWN CENTRE REGENERATION MASTERPLAN AND CONSULTATION

The Corporate Director – Communities began by thanking the Committee for the invitation to present the report on the Bridgend Town Centre Regeneration Masterplan and Consultation. She advised that along with the Group Manager Strategic Regeneration, Team Leader Regeneration Projects and Approaches, and the Consultation Engagement and Equalities Manager, she would take Members through the outcomes of the consultation, take some time to discuss some projects, and answer Members' questions. She provided some background context to the Masterplan and the consultation and why the Masterplan had been produced.

The Cabinet Member for Education and Regeneration reinforced what the Corporate Director had said, following which he spoke about the strategic vision for the Masterplan.

The Group Manager Strategic Regeneration presented an overview.

Following the presentation of the report, Members of the Committee asked the following:

Masterplan Questions:

A Member commented that in terms of transport, two areas needed to be looked at were: inter-town transport, and; more widely the connectivity to all other areas of the

County and how best that was delivered. In terms of the cost basis, the Member asked if there was a phased approach to this, how much the Local Authority had to put in to different schemes, how much was already underway and what was the project plan to be able to deliver this.

The Corporate Director - Communities explained that there were no financial implications, as there was no money from Bridgend Council for this presently. There was money towards town centre management and grants and other things being done within the town centre. This was a strategic Masterplan that needed a strategic approach to delivery. e.g., Bridgend College moving to the town centre. Three funding sources: Welsh Government (WG) transforming towns, the 21st Century schools programme and sustainability work with WG, would enable the Local Authority to move the Bridgend College project forward. Money had been awarded from WG to purchase the South Wales Police (SWP) building on Cheapside, demolish it, retaining ownership by the Council, and transferring that to the College on a long lease. This was currently being worked on, although it was not a signed and sealed deal. The College had applied to WG to be part of Band B funding to secure funding and one of the aspirations was they join the Bridgend District Heat Network. There was money from the Heat Networks Investment Project (HNIP) towards the heat network in addition to Bridgend investing money in developing that Heat Network.

Another example of working with partners to assemble finances was with the railway station. There were projects in the Masterplan to improve the front of the station, making it more accessible from within town, making it more attractive to people by rail and more sustainable forms of transport. The Local Authority was working with Transport for Wales (TfW) and the Rail Authority to look at what was possible at the front of the station. In addition, there was a key private landlord, who owned some properties, around the front of the station, who was interested in developing them as commercial activities. Work was being done with the Cardiff Capital Region City Deal (CCRC) to look at what funding was available, highlighting the recent development around the railway station in Cardiff, which had been done with private finance. Consideration needed to be given if this type of approach would work for Bridgend, being one of the busiest stations in South Wales, working with the Rail Authority, private investors and the CCRC, setting up a task and finish group looking at bringing in all of that investment together.

This would need to be done for each of the projects, looking more innovatively at partners and funds that were available and putting those investment blocks together to make those things happen, which was why collaboration was so important. This was not about the Council coming and fixing things. These were just two examples of work being done with Bridgend College and the Railway Station. She felt these were deliverable and the ones to concentrate on, along with trying to create a town square and get some culture and vibrancy back into the town centre.

The Group Manager Strategic Regeneration said all she would add was to highlight some other partners that would enable projects to happen sequentially. In terms of in-town living, that very much relied on social landlord partners to be able to help provide that piece, taking advantage of grants, that Authority Officers could not. This was a 10-year plan in its entirety, and these were big projects. The Railway Station project would start now with a view to look at being delivered in 3 - 5 years. The same with the College. The Band B process would take up to 2024, so that was the time period that these projects took to come forward. The in-town living piece was something that could go in tandem with those projects, but the process of bringing together the design and financial package could mean this would start to come forward next year. In conclusion, a number of these projects would happen over the 10-year period but BCBC won't be

financing it all; this was about supporting partners to be able to make their own investment in the town centre.

A Member asked in respect of financing and where that would come from, had the partnerships mentioned showed a willingness to come forward with financing and who they were.

The Corporate Director - Communities explained, in relation to the piece around the college, the Local Authority was working with the Director of Transforming Towns - WG, the South Wales Police and Crime Commissioner, the management board of Bridgend College, the Director of 21st Century Schools – WG, as well as a tremendous amount of work on the District Heat Project with HNIP, UK Government and WG, with everybody committed. The funds were available although there was a long way to go, but the intention was there. With regard to the railway station, there were monies available, some of them CCRCD grant sources, which would have to be applied for. There was a will to make these things happen but a detailed feasibility study would be conducted, to look at the timescales, the market, and the cost and risk implications of undertaking that project.

In terms of in-town living, RSL's were keen to replicate some of the work already done in getting living back in the town centre. This considered having commercial use on ground floor with residential above. In terms of housing stock, there were many 3-bed properties, but the demand was for 1-bed properties, in addition to people that no longer wanted a 3-bed property but would like to live somewhere there is vibrancy and activity because it helped with social isolation and making people feel connected to the town centre. There was quite a lot of funding and will out there, but it was a case of now putting the business cases together, getting planning permission, etc., and making those links in order to draw down the money.

The Leader explained that in relation to the financial implications, the Council had an excellent record at securing high contribution rates from external funders, often 100%, giving the examples of the Gaylard Building and the development on Nolton Street. The Council's role had been vital through securing that funding with partners and there was still an opportunity to restore some other historical buildings and seeing how businesses could flourish in those buildings. He noted that the Council was the only Local Authority in Wales to secure 4 phases of the Heritage Lottery funding in respect of the Davis Building. It gave him confidence that the Council had the capability to attract and secure the types of investment needed and showed more could be delivered in the future. He highlighted that over 20 small independent businesses had opened in Bridgend during or just before the pandemic and these would provide a unique selling point for the town centre.

The Cabinet Member for Communities agreed that the Local Authority had a track record of very successful bids for investment within the town centre, not forgetting the involvement in active travel. This would be the catalyst for transforming the daytime and night-time economy and providing an economic boost for the town centre. He noted that in the past finance would have been secured and then matched to a project. This blueprint allowed projects to be matched to finance, which would allow Bridgend to be looked at as a strategic venture, which was an important thing. What needed to be done was demonstrate to those giving finance that this was a realistic plan for a number of projects that linked into a strategic vision for the whole of the town.

The Member raised concern about financing remedial works after projects were completed e.g., bricks coming lose in the town square. They also asked in respect of increased footfall due to in-town living and the movement of the college into the town centre, where would all these people park. In addition, the Member noted that the river

was going to be a big part of the previous Masterplan and asked what was happening there. In relation to the night-time offer, the Member raised concern that the town centre was somewhere to be avoided previously and asked if there was likely to be any more CCTV, in terms of people's safety.

The Corporate Director - Communities explained that in terms of the safety aspect the Local Authority was working with police colleagues in designing out crime. CCTV was a key part of this but working with SWP colleagues, the perception of crime was sometimes higher than the actuality and there needed to be a basket of things put together, including having the right police presence and not having dark unlit areas. A higher footfall would give a greater sense of safety and almost diminish the opportunist crime. This was a combined basket approach to make community safety at the heart of everything done and it was an important part of wellbeing, whilst working with police colleagues and the Town Council on a range of initiatives to make the day and night-time economy vibrant.

With regard to increasing footfall, there was not going to be reams of additional parking in the town centre with the intention to have greater active travel routes. There was a significant amount of parking offers in Bridgend which at the moment, and pre Covid-19, had peak times, but were not full in their entirety, for the majority of the time. It was more about having the right parking in the right place. A piece of work around car parking and active travel was being undertaken, which needed to be looked at in more detail to understand the impact. It was about active travel routes and ensuring that well lit connectivity and a nice route through, as well as bringing them past retail and shops, for the spend.

In terms of remedial works, this would be worked through any project that was done, because it was important to look at maintaining the quality of the project put in e.g., stone paving and/or street furniture. There would be a maintenance liability that would come to the Local Authority by adopting a community square, so it was important to look at high quality products and ensure that the maintenance liability was as low as possible, which was a key part of the project brief.

The Group Manager Strategic Regeneration added, in terms of parking and crime, the Masterplan itself had done a parking assessment as part of the baselining work, and there would be a parking strategy that evolved from that. In terms of the crime piece, through this process the police had been quite heavily involved in the development of the Masterplan with their involvement in designing out crime and had thoroughly looked at the Masterplan. In addition, the police, as a result of the potential sale of their current site, were currently looking for premises within the town centre to have a police office presence.

In terms of the river, a huge amount of work had been done on flood alleviation, which the previous Masterplan hadn't taken account of at the time. In terms of any development in the town centre, consideration needed to be given to a 1 in 100-year flood risk issue, so there was a challenge to have any major development in the town centre. When the Rhiw Car Park was built, as part of the planning process, specialists were engaged to demonstrate that the development was viable. The Team Leader Regeneration Projects and Approaches and team had done much more work on flood risk in general, demonstrating that the town was not at risk of a 1 in 100-year flood and therefore major development was now permissible within the town centre on that basis. It was much easier to be able to look at projects and look at how these could be developed along the river.

A Member noted that the Council would be encouraging independent traders to come to Bridgend and asked what incentives were there to encourage them to stay. Had there

been a look back over the previous Masterplan of which there had been some criticism, to examine mistakes made and lessons learned. She agreed at the need for leisure and green spaces, but how were people going to be encouraged back to Bridgend who were not on a bus routes or with rail links.

The Leader noted that in terms of independent retailers the difficulty that the Council had was that it was not the landlord to probably 95% of the traders in the town, only being the landlord to traders in the indoor market, who had received a generous discount on rent. Rates was the other big cost and WG had effectively provided rates relief to those businesses. In addition, the Council continued to offer free car parking, which would be reviewed on an ongoing basis and some businesses would have benefited from outdoor hospitality adaptations grants, provided by the Council. These were the tools available, but it was important people supported the town centre, to go in there and have a look as the town was constantly evolving and changing with new businesses starting and a very vibrant restaurant and café scheme and people needed to get behind the town and support those businesses.

The Corporate Director - Communities explained the marketing and communications piece around 'love your town' and 'love Bridgend', which was continuously being communicated on social media and the website. There had been quite a bit of channel shift, during the pandemic, with more people now shopping online or having a look online, before they ventured out. Training and support was available to create websites for independent retailers, not just for online shopping, but to encourage people to see what traders offered, which had been really successful during the pandemic in terms of a Christmas website piece. It was important to continue that success, although this wasn't the same as footfall, but if people were encouraged to come to the town centre along with an increased online presence, so that businesses had both channels, then this would help secure the future of some of these independents.

The Cabinet Member Communities noted one of the things the Local Authority needed to do, in order to make Bridgend more viable, was to make it an area people wanted to come to for different reasons, which is what the Masterplan was addressing. Public transport was key including the South Wales Metro, and the Council was looking at ways of bringing public transport more in line with people's expectations.

A Member hoped that the parking strategy included, not just town centre parking, but the impact on residential parking and resident permit parking because the two were interconnected. They asked in terms of project management methodology, what monitoring and control had been done in relation to the previous Masterplan that would show successes and failures. What had been highlighted was that the Council did not own 95% of the town centre, so it was around changing the perceptions of traders and individuals that there was things happening in the town centre. Anything produced afterwards, should be on the front foot promoting what was being achieved e.g., success with the Heritage lottery fund, etc.

The Corporate Director - Communities explained she had come from a programme / project orientated background and liked strong governance, in terms of understanding scope, what was being delivered, timescales, benefits and risk. Nothing came without risk and there needed to be a balanced objective. Just as vital as monitoring, was reviewing what had been done and sharing lessons learned. There had been some successes with previous masterplans, but the way regeneration was being delivered had changed and the environment had moved on so much. What was important was reviewing lessons learned and explaining why the direction had changed, as regeneration plans should be dynamic. It was important to set out the Masterplan but it should be reviewed, maybe after 5 years, and if necessary, changed. She acknowledged that the report to Cabinet should include reflection on the previous

Masterplan and explain why the change of tack and what lessons had been learned. In terms of communicating aspirations more widely, this could be done, because it was important that people understood the ambitions and what was trying to be achieved.

The Group Manager Strategic Regeneration clarified that in preparing the masterplan, the consultants had reviewed the previous Masterplan, to work out what was still relevant and what parts could still be carried forward. It was written at a time when the economy was in a different place, retail focused with large areas of square footfall designated for major retail development. This was not the future of the town centre, which was more focused on the independent market and retaining what was there. It was the timing of the previous Masterplan that let down its delivery. WG policy had also changed dramatically in a number of places with the policy around town centre first, brought in, in 2020, which was a big game changer for the town centre, in terms of major development and the direction around active travel. She highlighted the vibrant and viable places programme, which Bridgend had capitalised on and more recently the Targeted Regeneration Investment (TRI) programme. WG had targeted funding towards town centres, which was not available at the time of writing the last Masterplan and put a completely different spin on this one. It was referenced in this Masterplan, as part of the baselining piece, but there wasn't enough about the successes of the last Masterplan and linking some of those projects to the Masterplan directly.

The Member stated that his comments were not a criticism, but communications needed to be increased, to make sure information was being given for people to digest and understand it more, and was communicated clearly in a way that people understood.

The Chairperson agreed that this was an important lesson for Councillors and Officers to be succinct and clear in what was said to members of the public, in every communication made.

A Member thanked the Officers for their presentation and stated that there would be significant reputational issues for the Authority if there was limited or no delivery, and there was a need to look back to the previous plan. Reflecting on his own role in the Local Authority, he suggested perhaps Members in a supportive context, should annually review and appraise the Masterplan.

A Member raised concern about bringing lots of people into the town centre and how this would be accommodated including access, as some would be using cars. She was not convinced about the marketability and demand for office-space and asked what was envisaged in terms of the culture hub.

The Corporate Director - Communities explained that in terms of office space, this was intended to be business incubator space e.g., the Welsh Innovation Centre for Enterprise (ICE) in Caerphilly, where new business start-ups or very small business start-ups, could come and hire an office space and grow their business. This allowed complimentary businesses to help each other to grow and something that WG colleagues felt was needed.

With regards to living in town, it was challenging in terms of mobility and in particular the use of the car. Planning regulations would dictate how many planning spaces, particular residential developments would be permitted to have in place. Looking at Registered Social Landlords (RSLs) and their provision of flats, there was sometimes lower than average car ownership and an important part was making sure the active travel piece was right. Each development would have to be judged on its merit to ensure a problem isn't created e.g. avoidance of new developments parking in adjoining residential areas.

The Group Manager Strategic Regeneration explained that a really good in-town living example was the Rhiw development, which was predicated on being able to provide

sufficient parking within the floor space of the development. What had subsequently been found was that the parking was under occupied because what would hope to come out of in-town living, had actually happened e.g., giving up a vehicle because of access to a train. That was the model being looked at for in-town developments, but it may not always been possible, in addition to working within the new planning policy which considered the wider impact on the numbers of units being built. This would happen on a development by development basis with what opportunity there was to provide parking within the developments themselves.

In terms of the cultural space piece, this was something that came out of early conversations, before the pandemic happened that there was a wealth of heritage and cultural things that happened already within the town centre. People liked the offer at Carnegie House and wanted to see an expanded version. In addition conversations had taken place with Bridgend College about bringing the Sony Theatre into the town centre and what opportunity that presents in aligning that with the offer that happens in Carnegie House. There was an opportunity there although the project had not been explored in its entirety.

The Member stated that she was still concerned about the residential units and the answers received. She noted that one of the bid drivers for the plan to be successful was for residential use within the town to be massively increased. It was important not to end up with just one social mix within the town, there needed to be a mix for the town to be successful and vibrant and it needed to be a mix of people who had available cash to spend on services in the town, as well as people who needed affordable housing.

The Corporate Director - Communities clarified that it wasn't just about RSL's and younger people, but a mixed aged group and a mixed economy coming back. There was a need to encourage inclusivity and in particular to encourage an older population to come back and feel that there was some vibrancy around them, they could shop and use the leisure facilities in the town centre hub. She reassured Members that it would be a mixed residential in-town living piece.

A Member raised concern about the transport side, especially to do with the buses, because they were commercial entities and there was no control over them. They asked whether the Council was considering taking some buses back into Local Authority control or was the Council totally reliant on private businesses.

The Corporate Director – Communities explained there was no intention to become a transport provider currently. She noted, during the pandemic, the number of people catching buses had declined and in order to provide services to get key workers and to provide mobility, WG had subsidised those services. There were regular meetings with transport providers, Officers and Cabinet Members, to discuss a longer-term picture. Some conversations were about preparing integrated transport hubs, to try and bring all services together, as it seemed pretty obvious that if you get off a train you want your bus to be within the next 10 minutes. The rear of Bridgend railway station was being looked at, as well as the front, to see if buses and taxis could come to the rear, as well as looking at routes for cyclists and pedestrians, to try to create an integrated hub. Operators were interested because this would enable them to move people to where they wanted to be, especially at peak times, although this wasn't agreed.

Also being looked at was putting a bus terminus at Salt Lake in Porthcawl to connect it back to the Pyle railway line, in addition to looking at ultra-low emission vehicles with providers, and connecting up the CCRC Metro project. Transport was a major theme for WG in its decarbonisation plan, with all public sectors having to be net-carbon zero by 2030. £2.6m had been approved for active travel routes in the borough, and it was about making sure that the routes were in the right place. It was a key part of the 2030

decarbonisation plan but she realised that there probably haven't been enough communication on that, which she would address.

A Member, commented that one of the reasons for declining bus user numbers was that it was easier to get a bus to Cardiff, than Bridgend. She also asked what was happening with the public conveniences as the only public conveniences open were at the bus station.

The Corporate Director - Communities clarified that the declining bus numbers were during the Covid-19 period and Bridgend had buoyant numbers ordinarily for bus services. She would have those conversations with the operators and in particular at the next quarterly session, and would raise the piece about how easy it was to get on a bus to Cardiff, but not so easy to get on a bus to Bridgend. It was important to put Bridgend back on the map as a County Town, so it is worth the bus ride into town, although it could not compete against the Capital City. In terms of public conveniences at the bus station, the Corporate Director - Communities confirmed that this was the current position as shops and hospitality had been closed, up until this point but she would get a more detailed response.

The Leader noted there was a new toilet provision within the market and would check if that facility had now reopened as part of the lifting of restrictions. Once indoor hospitality reopened, there would also be the return of the availability of toilets within restaurants, cafes and bars. He noted the Comfort Scheme, which had worked effectively in the town centre, where a number of businesses were open to anyone to use their toilets and the Local Authority provided a small financial support to those businesses to enable them to do that.

The Chairperson, on behalf of a Member who needed to leave the meeting early, stated that in terms of green spaces in general it was good to see some in the plan, but obviously he would like to see more, but how were they going to be managed effectively. He asked why Newbridge Fields and the Brewery Field, which were part of the Town Council area, were not part of this development plan.

The Group Manager Strategic Regeneration explained that developing more green spaces in the Masterplan was being looked at and highlighted the success of a grant to the Sunnyside development, to be able to support greening efforts. This was a two-pronged approach, one looking at what interventions could be made in developing a greening strategy, but also looking at, developments as they came forward, and linking a greening project to those developments. In terms of Newbridge Fields and the Brewery Field, these were not deliberately excluded and work had been done with WG to set a boundary for the town centre, but in this instance that meant bringing the boundary closer towards the core to capitalise on all of the opportunities around funding and development, which resulted in those two being sat outside.

The Leader highlighted, in respect of links with green spaces, Craig-y-Parcau Local Nature Reserve, which was very popular with lots of residents as a place to walk, exercise and see wildlife, but there may be visitors that didn't know it was so close to the town centre. Work had been done with Bridgend Town Council to improve footpaths and access to the woodland along the river Ogmore, and he would look at strengthening those links, even if this was interpretative panel, to flag it up as something on the doorstep. This could be something taken forward and was a natural progression from the investment taking place in Sunnyside.

The Group Manager Strategic Regeneration confirmed that the new toilets in the market were open. In addition there had been a communication, last week to, sent to all retailers

with some guidance on how to start the comfort scheme and how to open their toilets up to the public, in the current environment.

The Member raised concern that the comfort scheme should be looked at and highlighted a shop in her area, which benefited from the comfort scheme, but wouldn't let anyone in there.

The Chairperson agreed that these needed to be investigated to ensure that all companies were complying, if they signed up to the scheme.

Socio Economic Questions

A Member expressed that it had been a very interesting debate with positive support for the Masterplan. The unintended consequences was the possibility of increasing deprivation and disadvantage in other areas. There were other commercial centres that needed attention and Covid-19 had highlighted that local shopping had great benefits. When drawing up the Masterplan and moving it forward, it would be great to think that other areas were also treated in a similar way.

The Corporate Director - Communities acknowledged this was just the strategic Masterplan for Bridgend and there were other plans and strategies in place for all the other areas. She drew Members' attention to the significant amount of resources that had gone into Maesteg, over the recent years, including the Maesteg Town Hall cultural hub project, a grant of £250k for the Family Value Building and other shops on Talbot street. In addition work had been done with traders in Maesteg, during Covid-19, to enable them to continue to operate, along with commercial improvement schemes across the borough more widely to other outlets including small district centres including Pencoed, etc. She drew Members' attention to the Penprysg railway bridge and the railway crossing piece, as part of the metro project, and resolving the access arrangements would be really important for that centre there.

The Group Manager Strategic Regeneration explained that it was very difficult to cast the net widely, purely from the point of resource and that was both officer and financial. Grants had been offered particularly to the Valleys areas, over the last 6 months, including grants to support businesses to put outdoor development, supported partly by the Local Authority and partly by the final Valleys Taskforce programme. In addition 23 empty properties had been assessed for grants to bring them back into use. On the back of that, WG had been lobbied, in terms of a replacement programme for the Valleys Taskforce, as it stopped as of the 31 March. She explained that a Bridgend Valleys Regeneration Framework had been drafted in 2019, which she hoped could be utilised more. This was slightly different as it didn't necessarily set out specific interventions in the same way as a Masterplan, but set out key issues and how these would be tackled.

The Member asked if a copy of the Framework could be circulated to Members.

A Member stated there was a need to make sure the impact of the socio-economic duty, tied in to the wider Local Authority activity and governance around the Masterplan, town planning and the place making agenda. The Council needed communicate regarding the vibrancy work that was ongoing. There was also a need to tackle the really hard to reach empty commercial properties, as this could see a benefit of additional continued funding within the county.

The Corporate Director - Communities acknowledged that the socio-economic duty had come into force on the 1 April 2021, and would be looked at as part of the Cabinet Report along with the Well-being of Future Generations (Wales) Act (WFGWA), Equality Impact Assessment (EIA and Corporate Plan and how everything being done was

contributing to wellbeing overall. The benefits were not all financial, in fact the majority were non-financial, and they were to create wellbeing where people want to socialise and meet friends. The spotlight during the pandemic had turned to mental health and wellness and wellbeing, with people having more respect for where they lived and their local environment as well as a greater appreciation of what was around them. A key part of the Masterplan, was local identity, getting people to appreciate how amazing Bridgend was, its heritage and everything on offer.

Consultation Questions

A Member referred to the integrated transport hub, and asked if Transport for Wales (TfW) and Network Rail were supportive of having an accessible entrance at the back of the station, which would probably have to be manned and were they prepared to invest and fund some of these extra resourcing.

The Team Leader Regeneration Projects and Approaches confirmed that there had been numerous meetings with Network Rail and TfW, (both TfW gov and TfW Rail Services) and they were very much on-board with the proposals, whilst acknowledging the issue of increased staffing, was something to be addressed.

The Member referred to the problem of the amount of parking spaces available, and asked would an entrance on the eastern side cause another issue with parking.

The Team Leader Regeneration Projects and Approaches explained that parking had been discussed in great depth, it was an issue, and would have to be resolved. There was existing parking provision on the western side of the track, so there may have to be allocation provided on the eastern side of the track. This needed to be a transit orientated development, incorporating places where people could park, there are adequate bus links and that people could access on foot and cycle there, so it was all part of the integrated approach for the site.

A Member asked what consultation had been done with property developers.

The Group Manager Strategic Regeneration confirmed that all known landowners had been formally consulted. Not just individuals, but shopping centres and the owner representatives in Bridgend and the UK, all public sector landowners and private sector landowners and developers. They had been part of the development process and welcomed the projects that were included within the plan. There had also been conversations with agents, those that represent major developers looking for sites and premises.

The Leader emphasised they were much more than consultees but crucial partners with much of the progress made, through that partnership. Even if it was not directly having that relationship e.g. maybe through RSL's having that relationship, there had been an overwhelmingly positive engagement with the majority of land owners, in terms of the square footage they owned and the number of owners. Overall, that had been a key to progress in recent years and would be key to progress, going forward, as this was not just the Authority's vision for the town, it was everyone's vision including all public and private sector partners, who were excited about this plan, because they could see the potential, as could the Local Authority.

The Chairperson thanked Officers and Cabinet Members for their time following which the invitees left the meeting.

Recommendations:

SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3 - MONDAY, 26 APRIL 2021

Having considered the report on the Bridgend Town Centre Regeneration Masterplan and Consultation, and Invitees' responses to Members' questions the Committee made the following comments and recommendations:

1. That the report to Cabinet looks at the previous masterplan and reflects back and brings lessons forward.
2. That the Committee, in a supportive context, receives a review and appraisal of the masterplan at least annually. In addition the committee would like to have project specific updates using SMART measures, in terms of key project milestones.
3. Members raised concern about the level of parking in the town centre as a result of increased student numbers from Bridgend College moving to Cheapside, along with the potential for the Sony Theatre to move, in addition to increased numbers of vehicles due the residential in-town living piece. How would this impact on residential parking and resident permit parking.
4. Members asked for a copy of the travel strategy.
5. That any maintenance liability that would come to the Local Authority as a result of the masterplan, is factored in to the costings.
6. That with regard to the residential in-town living piece there should be a mix of social groups.
7. Strengthen communications in respect of active travel routes in the borough e.g. Craig-y-Parcau Local Nature Reserve.
8. Conversations continue with bus operators to ensure that it is not easier to get on a bus to Cardiff, rather than to Bridgend.
9. Members were concerned about that lack of public convenience facilities within the town centre and asked that consideration be given to new public convenience facilities being built at the eastern side of the railway station. Members further asked that the comfort scheme be reviewed to ensure that that all companies are complying, if they had signed up to the scheme.

That a copy of the Valley's regeneration framework be circulated to all Members of the Committee.

120. URGENT ITEMS

None.

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

19 JULY 2021

REPORT OF THE CORPORATE DIRECTOR - COMMUNITIES

CLIMATE CHANGE RESPONSE AND NET-ZERO CARBON BY 2030

1. Purpose of report

- 1.1 The purpose of this report is to inform the Subject Overview and Scrutiny Committee 3 of the approach being taken by Bridgend County Borough Council (BCBC) in response to the challenges of Climate Change and achieving a position of Net-Zero Carbon as a public body by 2030.

2. Connection to corporate well-being objectives / other corporate priorities

- 2.1 This report assists in the achievement of the following corporate well-being objectives under the **Well-being of Future Generations (Wales) Act 2015**:-

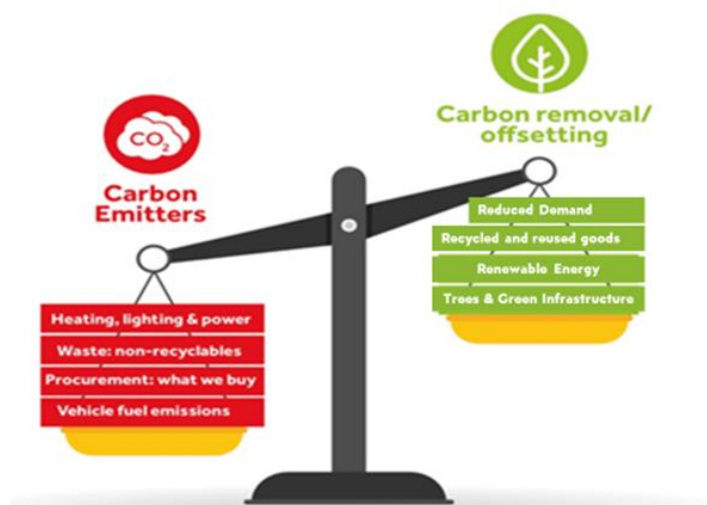
- **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
- **Helping people and communities to be more healthy and resilient** – taking steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services. Supporting individuals and communities to build resilience, and enable them to develop solutions to have active, healthy and independent lives.
- **Smarter use of resources** – ensuring that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help deliver the Council's well-being objectives.

3. Background

- 3.1 In October 2018, the United Nations Intergovernmental Panel on Climate Change (IPCC) produced a report on the state of global warming, warning of the consequences of failing to limit global warming to a 1.5°C rise¹. The report identified that global temperatures continued warming would significantly increase the likelihood and the resulting impact of floods, droughts, and extreme heat. The report stated the importance of limiting global warming and requiring an unprecedented scale and speed of action. It is also clear from the IPCC that taking action and delivering on the existing commitments of the United National Framework on Climate Change is the way to a more sustainable and equitable society.

¹ <https://www.ipcc.ch/sr15/>

- 3.2 In Wales,² emissions scenarios present a bleak picture of the future and are the consequences of allowing emissions to grow at an unconstrained rate.
- 3.3 The kinds of changes that would result would have overwhelming consequences for many residents of the County Borough, presenting much more frequent flood events, heatwaves, droughts and storms. This will significantly impact the well-being of both current and future generations, with extreme weather events putting increasing pressure on ecosystems, infrastructure, the built environment, finance, and the landscape. Reducing emissions from our activities will improve our well-being and demonstrate Bridgend's contribution to the global effort on climate change.
- 3.4 It is therefore essential that there is a focus on direct emissions and those that BCBC influence across all service activity and in residential and business communities. While BCBC does not have direct control of most local emissions, it delivers a range of regulatory and strategic functions in key sectors such as planning, housing and transport. BCBC has significant influence in their role as community leader, major employer and procurer of goods and services.
- 3.5 In November 2018, the Councils of Bristol and Manchester were among the first to pass motions that declared a 'Climate Emergency' and set ambitious targets aiming to be carbon neutral by 2030 and 2038 respectively to support efforts to limit global warming.
- 3.6 Welsh Government (WG) declared a Climate Emergency in April 2019. Following this WG has now committed to achieving a carbon neutral public sector by 2030. In addition, there is a commitment to coordinating action to help other areas of the economy to make a decisive shift away from fossil fuels, involving academia, industry and the third sector. This has now been incorporated into the updated 2021-22 BCBC Corporate Plan.
- 3.7 Carbon neutral or net-zero carbon is the balancing of carbon emissions against carbon removal, often with carbon offsetting, with the net result being neutral as summarised in the diagram below.



²See Welsh Government Prosperity for All: <https://gov.wales/sites/default/files/publications/2020-03/prosperity-for-all-a-climate-conscious-wales-technical-annex.pdf>

3.8 Policy around decarbonisation is evolving. Relevant recent legislative and policy levers are noted below:

- The Environment (Wales) Act 2016 specifies at least a 100% reduction in net Welsh emissions account for 2050 against the baselines specified in the Environment (Wales) Act 2016. BCBC started recording emissions data in 2010/11 in line with the Carbon Reduction Commitment (CRC) Energy Efficiency Scheme.
- WG has set a target for 70% of Wales' electricity to be from renewable sources by 2030. In Wales the equivalent of 50% of electricity consumption was met from renewable sources in 2018, compared with 48% in 2017 and 43% in 2016³.
- WG has set a target for 1 gigawatt (GW) of renewable energy capacity in Wales to be locally owned by 2030 and for all new projects to have an element of local ownership. Wales is 77% towards having 1 GW of renewable energy capacity as locally owned, with the total installed capacity of locally-owned energy projects up to the end of 2018 at 778 megawatts (MW)⁴.
- In March 2019, WG launched 'Prosperity for All: A Low Carbon Wales – a cross-government plan to cut emissions and contribute to the global fight against climate change.
- In May 2019, the UK Committee on Climate Change (UKCCC) recommended that a **100% reduction** in greenhouse gas emissions should be legislated for 'as soon as possible' and urged the government to set a net-zero CO_{2e} emissions target by 2050.

3.9 BCBC has a crucial role to play through the management of its own resources and assets and the way in which it works with and supports local residents, organisations and businesses to respond to the challenges set out in the IPCC report.

3.10 In 2020 BCBC declared a Climate Emergency and Cabinet created a Climate Emergency Response Programme. These actions highlighted that BCBC has a role as:

- **A community leader** – to work with residents, groups and businesses in relation to their energy use and preparing for climate impacts
- **A service provider** – to deliver more resource efficient services that are less carbon intensive, encourage more resilience and support the most vulnerable in society.
- **The manager of an estate** – to ensure that the estate and its operations are as resource efficient as possible, to use clean energy and prepare for the impacts of climate change.

³ <https://gov.wales/sites/default/files/publications/2019-10/energy-generation-in-wales-2018.pdf>

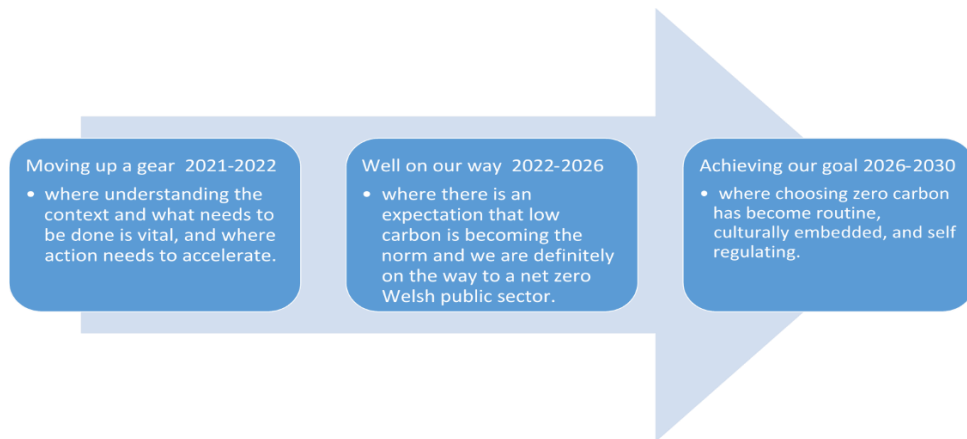
⁴ <https://gov.wales/sites/default/files/publications/2019-10/energy-generation-in-wales-2018.pdf>

4. Current situation/proposal

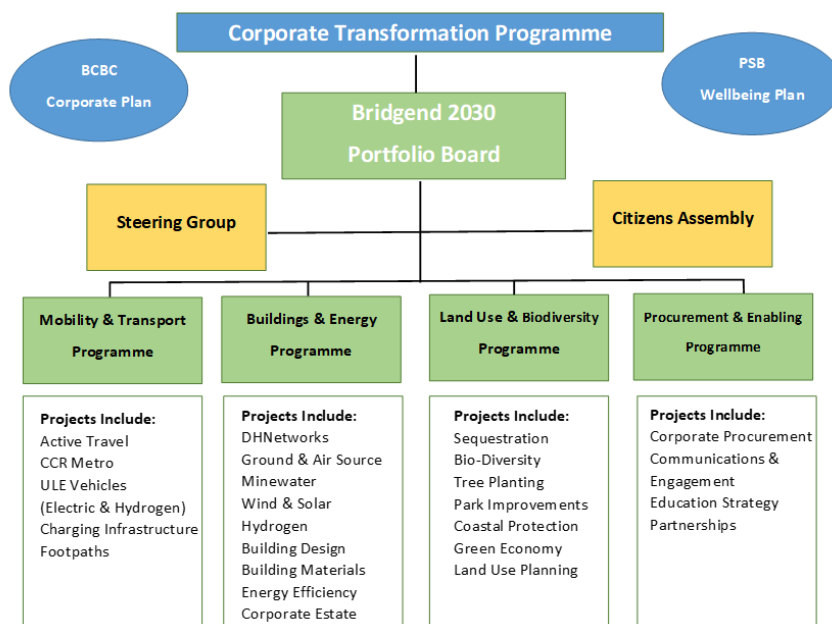
4.1 A target for Local Authorities in Wales to be net-zero carbon must be met by 2030. In response, the Welsh Local Government Association (WLGA) with local government Leaders have established a Decarbonisation Strategy Panel, supported by all 22 local authorities, WG, Natural Resources Wales (NRW) and Cardiff University. The Decarbonisation Strategy Panel, alongside WG, have defined the areas of focus in reaching net-zero carbon as follows:

- Mobility and Transport
- Building and Energy
- Land Use and Biodiversity
- Procurement

4.2 The panel provides a strategic overview of the priority areas for action and the changes required for the Welsh public sector to reach net-zero emissions by 2030 as the diagram below shows.



4.3 To oversee the current and future work which BCBC has to undertake BCBC has internally developed a new governance structure. The governance structure is set out below however the Committee is asked to note that the Bridgend 2030 Portfolio board has now been renamed the Bridgend 2030 Decarbonisation Programme Board.



- 4.4 The former Cabinet Member for Communities, Cllr Richard Young, currently chairs the Bridgend 2030 Decarbonisation Programme Board with the Cabinet Member for Communities, Cllr Stuart Baldwin in attendance, and the Vice Chair is the Corporate Director of Communities. The Bridgend 2030 Decarbonisation Programme Board reports to the Corporate Transformation board and escalates to the Corporate Management Board as required. The Bridgend 2030 Decarbonisation Programme Board will receive direct engagement with a Citizens Assembly once established and a Steering Group of interested delivery partners. Direct engagement is held with Public Services Board (PSB) to establish synergies, shared resources and commonality of vision.
- 4.5 In developing a position of net-zero carbon for Council operations, BCBC is seeking to undertake an innovative and radical decarbonisation programme across the Council and in doing so develop accurate, scientific and robust technical support to enable the delivery and achievement of this ambition.
- 4.6 To do this officers are undertaking a programme of work that includes the following:
- (a) A thorough Greenhouse Gas (GHG) emissions scoping and emissions baseline review to support BCBC to consider and set the boundary, period and scope of what will be included and excluded from the BCBC GHG emissions baseline following an assessment of Scope 1, Scope 2 and Scope 3 GHG emissions. This will define and calculate a robust carbon footprint to take forward as the baseline for the reduction trajectory and net-zero carbon route map.
 - (b) The development of a bespoke GHG emissions baseline tool for on-going use by BCBC to enable in house data addition for future reporting and monitoring as required.
 - (c) The creation of a wide-ranging GHG emissions reduction trajectory that will adjust according to annual data to align the BCBC carbon reduction pathway with international agreements on carbon budgeting to tackle climate change and limit global warming to well below 2 °C.
 - (d) The endorsement of comprehensive net-zero carbon route-map with comprehensive Decarbonisation strategy and action plans that set out the objectives and actions required to achieve net-zero carbon. This will develop a robust pipeline of projects and activities with detailed assessment and prioritised opportunities based on carbon saving potential, costs and timeframes.
- 4.7 The Welsh Government published its Welsh Public Sector Net Zero Carbon Reporting Guide in May 2021. This sets out detailed scope and boundaries of the GHG emissions and a consistent calculation methodology to determine the degree to which Public bodies are progressing towards reaching net-zero carbon. These are split into 3 'scopes' as summarised below.

Category	Description	Sources
Scope 1: Direct emissions	Emissions from operations that are owned or controlled by the reporting organisation	<ul style="list-style-type: none"> • Generation of electricity, heat or steam • Physical or chemical processing • Transportation of employees/goods in company-controlled vehicles • Fugitive (e.g. leakage/evaporation) emissions from company-controlled sources
Scope 2: Indirect emissions	Emissions from the generation of purchased or acquired electricity, steam, heating, or cooling consumed by the reporting organisation	<ul style="list-style-type: none"> • Generation of purchased electricity • Generation of purchased heat or steam • Generation of purchased district heating
Scope 3: Indirect emissions	All indirect emissions (not included in scope 2) that occur in the value chain of the reporting organisations, including both upstream and downstream emissions	<ul style="list-style-type: none"> • Purchased goods • Purchased services – core functions • Purchased services – discretionary • Capital goods • Fuel and energy-related activities • Upstream transportation and distribution • Waste generated in operations • Business travel • Employee commuting • Upstream leased assets • Downstream leased assets • Downstream transportation and distribution • Processing of sold products • End-of-life of sold products • Franchises • Investments
Biogenic carbon emissions and removals	All emissions and removals from activities that release or uptake carbon on the estate of the reporting organisation	<ul style="list-style-type: none"> • Sequestration from owned estate • Short cycle carbon emissions from biofuels

4.8 As result of this, a number of the services that BCBC currently expects to report on are as follows:

- School education
- Domestic waste collection & disposal, and street cleansing
- Highways and street lighting
- Libraries and archives

- Environmental and animal health
- Registrar services (births, marriages and deaths)
- Social services
- Planning and building control
- Benefits administration
- Allotments
- Conservation and rights of way
- Childcare provision
- Car parking and parking enforcement
- Collection and disposal of trade waste
- Flood protection
- Parks and gardens
- Promotion of tourism
- Electoral administration
- Trading standards
- Housing and homelessness services (except council housing)
- Licensing services
- Disabled parking permits
- Play facilities
- Burial and cremation services
- Sport and leisure services
- Economic development & business support
- Maritime and coastal services (e.g. slipways, marinas and lifeguards)
- Support for the arts
- Adult and lifelong learning
- Direct Ancillary functions

- 4.9 This, therefore, requires a whole-council approach to data gathering, monitoring and programming of the systemic changes required.
- 4.10 Focusing on the priority themes of (a) mobility and transport (b) buildings and energy (c) land use and biodiversity and, (d) procurement is not new for BCBC. Some examples of BCBC decarbonisation projects that are already in development or underway for 2021/22 are outlined below.
- 4.11 The Bridgend District Heat Network has led to BCBC securing a grant from The Department for Business, Energy and Industrial Strategy (BEIS) to develop a heat network in Bridgend. The authority has also allocated significant capital resources, part of which is funded by borrowing, towards this project. Phase 1 of the project will serve some public sector buildings in the town centre. Future phases have the potential to comprise a large district heat network around the town centre and beyond. This however is not certain and subject to further feasibility work. The project plans to deliver reduced heating costs for buildings on the network, reduced carbon emissions associated with heating; ultimately, low- and zero-carbon sources of heat are proposed to be added to the network supply and help cement Bridgend's status as an innovator and low carbon hub.
- 4.12 The Re:fit programme proposed by the Welsh Government was considered to be the most appropriate capital energy investment delivery model for the Council to deliver carbon saving measures. Re:fit is an energy performance framework produced by Local Partnerships LLP (which is a joint venture owned by HM Treasury and the Local Government Association and established in 2009) and specialises in delivering retrofit energy projects to public sector buildings. BCBC will retrofit 18 buildings installing energy conservation measures such as LED lighting replacement, Solar PV systems and BMS controls.
- 4.13 Bridgend has been awarded a grant of nearly £500k from Welsh Government as part of the national Ultra Low Emissions Vehicle (ULEV) Transformation Fund to improve its electric vehicle charging infrastructure with the possibility of further funding of £300k via the Welsh Local Government Association. The Cardiff Capital Region

(CCR) has also been successful in securing grant funding and will also be developing further infrastructure throughout the constituent local authority areas during 2021. This includes the purchase of a number of ULEV taxis for trial use by taxi operators and managed through the CCR. Bridgend has 6 ULEV taxis that will be available on a 'try before you buy' basis together with a rapid charging point at Hillsborough Place Car Park.

4.14 The Bridgend ULEV grant will be used to design and implement charging facilities at its own facilities including depots and the civic offices and develop renewable energy systems to enable future use of ULEV fleet. The CCR grant will focus on public on-street charging infrastructure and will utilise existing Council car parks. The ULEV grant funding must be spent before the end of the current financial year with a view to providing initial infrastructure to encourage a greater public uptake of ULEV.

4.15 In addition to these projects, work is also progressing in relation to phase 2 property rationalisation via the updating homeworking policy and development of active travel routes, Metro Plus Schemes across the Borough and a bus terminus in Porthcawl.

4.16 More broadly BCBC's 2021/22 policy priorities are as follows:

- Develop the Decarbonisation Strategy and Action Plan outlined above in section 4.6
- Produce and implement a Corporate Sustainable Procurement Strategy
- Develop Biodiversity and Sequestration opportunities and plans for Green Infrastructure Plan
- Deliver the Local Energy Plan identified projects
- Embed Sustainable development Local Development Plan (LDP) policies into practice towards net-zero carbon and healthy living development and construction.

4.17 The timing of publication of the Welsh Government Greenhouse Gas Protocol and BCBC's work is such that BCBC has been advised by the Carbon Trust that it is the first Local Authority in Wales to be fully reviewing its base line and developing its Decarbonisation Strategy in line with the protocol. The priorities for action identified through the work in section 4.6 will build on and add value to the action already underway as outlined above. The immediate next steps in taking forward this crucial area of work in 2021/22 are as follows:

- Completion of baseline assessment
- Establishment of Bridgend County Borough Citizens Assembly
- Creation of and consultation on draft Decarbonisation Strategy
- Approval of final Decarbonisation Strategy

5. Effect upon policy framework and procedure rules

5.1 There is no effect upon the policy framework and procedure rules.

6. Equality Act 2010 implications

6.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA at this stage.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The Well-being of Future Generations (Wales) Act 2015 Assessment Template has been completed and a summary of the implications from the assessment relating to the five ways of working is below:

- **Long Term:** A decarbonisation strategy and action plan will provide the pathway for Bridgend County to develop a decarbonised, digitally advanced transport, buildings power and heat systems and green space enhancements that meet the UK 2030 decarbonisation targets that are supported by BCBC's Local Area Energy Strategy and Smart Energy Plan and Green Infrastructure Plans.
- **Prevention:** A decarbonisation strategy and action plan will provide an opportunity for all to benefit from the decarbonisation transition and ensure that solutions are designed and available for everyone within Bridgend County Borough.
- **Integration:** A decarbonisation strategy and action plan offers an opportunity to develop a range of transport, buildings power and heat systems and green space enhancements options to communities, public and business partners offering carbon reductions, reduced fuel bills and create economic opportunities through a clearly identified value chain for the area.
- **Collaboration:** BCBC is working in partnership with our communities, public sector partners and UK Government and private sector partners to deliver a route-map to decarbonisation 2030.
- **Involvement:** Creating and delivering a decarbonisation strategy and action plan will involve working with a variety of stakeholders, notably local public service partners, to jointly deliver sustainable solutions.

8. Financial implications

8.1 In June 2020, Cabinet approved the Bridgend County Climate Emergency Response Programme. The value of £215,000 per year, provided through the public realm and place shaping budget, is made up of £65,000 total staff costs and £150,000 revenue budget. In addition an Earmarked Reserve (EMR) of £220,000 has been created to support with enhanced staff capacity to take forward co-ordination of work on the Decarbonisation agenda across the Council.

8.2 WG have mandated that the public sector in Wales must be net carbon zero by 2030. Therefore, the final 2030 Decarbonisation Strategy and Action Plan will require additional resources for implementation and to achieve this. As the exact detail of the resource requirement is not yet known, the potential source or sources are yet to be determined.

8.3 It is to be noted that there is an increasing financial risk to BCBC if no action is taken. The harmful impacts of events arising from climate change affect people and property which in turn presents both direct and indirect challenges and costs for BCBC.

9. Recommendation

- 9.1 It is recommended that the Committee notes the content of this report and provide comments on the work undertaken to date and the way forward outlined in the report.

Janine Nightingale
Corporate Director – Communities
Date: 18 June 2021

Contact Officer: Ieuan Sherwood
Group Manager: Economy, Natural Resources and
Sustainability

Telephone: (01656) 815333

E-mail: ieuan.Sherwood@bridgend.gov.uk

Postal Address: Bridgend County Borough Council, Communities Directorate,
Angel Street, Bridgend, CF31 4WB

Background documents:
None

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

19 JULY 2021

REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

WASTE PROVISION POST 2024

1. Purpose of report

- 1.1 To clarify the council's future considerations for waste/recycling collections after the term of the current contract is due to end in March 2024.

2. Connection to corporate well-being objectives / other corporate priorities

- 2.1 This report assists in the achievement of the following corporate well-being objective/objectives under the **Well-being of Future Generations (Wales) Act 2015**:-

1. **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
2. **Smarter use of resources** – ensure that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help to deliver the Council's well-being objectives.

3. Background

- 3.1 The council has outsourced its waste contract to a commercial contractor since 2003. The contract was re-tendered every 7 years and the council has had three contractors that have fulfilled the waste service role. The current outsourced waste contract was awarded to Kier Services Limited in April 2017 for an initial period of 7 years, which ends in March 2024, but does have the option to be extended for up to a maximum of an additional 7 years ending March 2031. The lead-in time for preparation of any alternative arrangement is substantial in order to manage any public consultation, address legalities, prepare any procurement process for plant, vehicles, equipment, contract preparation and give time for full mobilisation of contractor and advertising any revisions to the service.

- 3.2 There have been significant increases in recycling performance levels in recent years and Welsh Government (WG) developed a future strategy and implemented national targets for annual waste reuse/recycling/composting. Whilst the target for 2019/20 was 64%, the council achieved a recycling level of 67.6% when the Welsh average was 65.1%. The next target set by WG is 70% in 2024/25 and they are now considering future targets, alternative strategies and measurements to enable further improvements in recycling performance. There is no clear guidance at present to inform a new waste arrangement although WG commitment to a “Zero Waste Wales” by 2050 remains firmly in place.
- 3.3 UK Government’s Environmental Bill was delayed in 2020 and is due to be presented to parliament in 2021. This includes the introduction of Extended Producer Responsibility and Deposit Return Schemes and it is unknown how this will affect domestic waste kerbside collections.
- 3.4 WG are discussing alternative measures of recycling / environment performance which will incorporate the level of carbon emissions during recycling processing, instead of just addressing tonnages and recycling levels. This will feed into the circular economy legislation and encourage retaining material within Wales.
- 3.5 The new waste contract which commenced in 2017 made significant changes to the council’s waste management service in order to achieve the future performance targets as set by WG. The two-bag limit for residual waste and introduction of a new collection service for Absorbent Hygiene Products were instrumental in improving recycling rates and enabled this authority to achieve 67.6% recycling of all municipal waste in 2019/20. (The figure appears to have slightly increased in 2020/21 but has to be audited and published).
- 3.6 Performance targets were set within the new contract and incentives introduced for improved recycling rates at Community Recycling Centres (CRC). This has primarily encouraged Kier to cooperate with revised practices at these sites, to limit ‘black bag’ waste and provide greater control on contaminants. The current overall recycling performance at the three sites is 91% (2020/21).
- 3.7 If the current contract is to be replaced, or new arrangements made to provide this service, then consultations on service alterations and trials are required this year, in order to allow sufficient time to implement a new service by April 2024. However, as noted the current contractual arrangements with Kier allow for negotiation for extension of the contract, up to a period of 7 years.

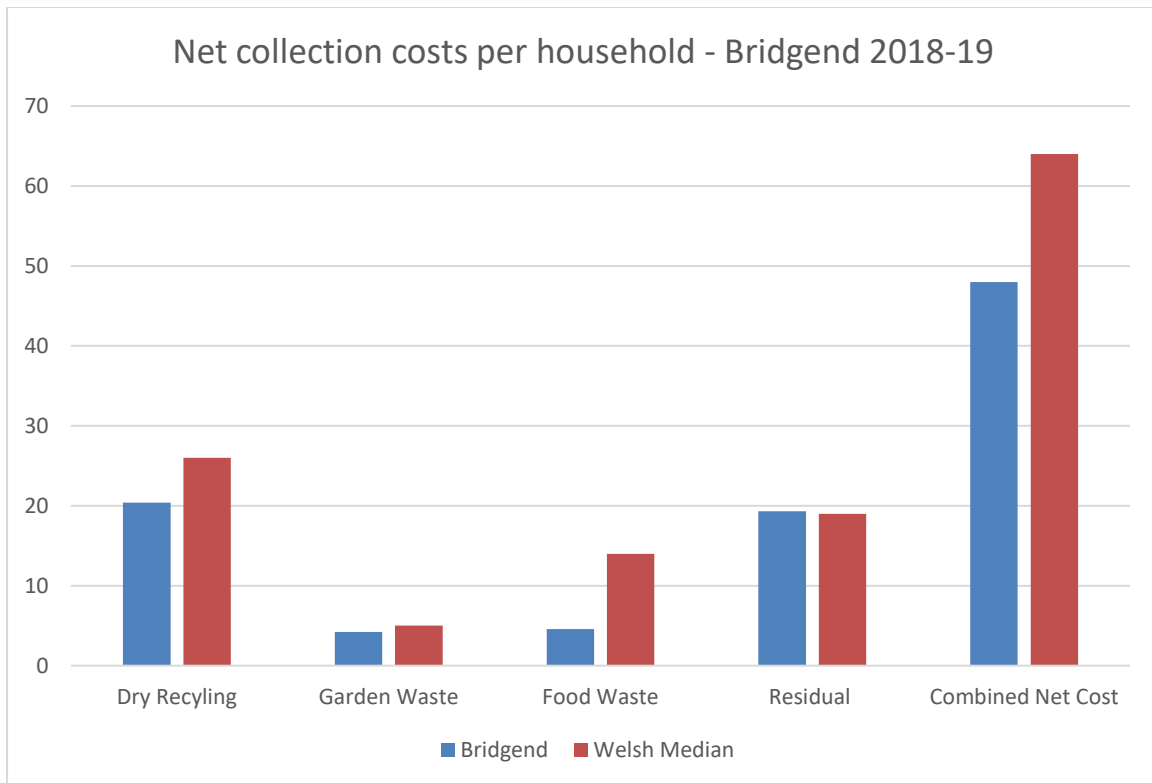
4. Current situation/proposal

4.1 The Waste Improvement Programme's Household Waste Management Benchmarking has been in place since 2007 and covers all 22 Welsh local authorities. The Welsh Local Government Association publishes the annual analysis of the overall costs of **Household Residual Waste Collections** to identify and evaluate the factors that influence service costs and performance. The last report was published in October 2020 and relates to the data from 2018/19. Comparison data is not always accurate in relation to Bridgend County Borough Council, due to the externalised waste contract arrangements which doesn't record information in the same format as other Local Authorities. Additional information is also contained within the **Waste Finance Project 2018/19 (local Authority Bulletin – Bridgend)**. Some of these report highlights are listed below:-

- The overall Welsh median net collection cost for residual waste services indicates that Bridgend costs are £19.31 per household, where the range is between £7.57 to £31.68 and the median is £19.
- The total number of reported missed bin collections is considered very low for all Welsh local authorities, when compared with the overall number of vehicle collections made each year. However, recording mechanisms for each LA differs and this isn't an accurate comparison. At Bridgend, there are approx. 8 million vehicle collections and 990 contractual 'missed bin' collections (2018/19) compared to the Welsh median of 4,527.
- Most of the figures in the report include disposal costs and this isn't a true comparison for Bridgend as this is a separate agreement with Neath Port Talbot County Borough Council and does not offer a true reflection of Kier's contractual performance.
- Residual Waste collected per household in a comparable group is 180kg for Bridgend and the Welsh median for this group is 255kg.

The Welsh Local Government Association also publishes the annual analysis of the overall costs of **Household Dry Recycling Collections 2018/19** and some report highlights are listed below:-

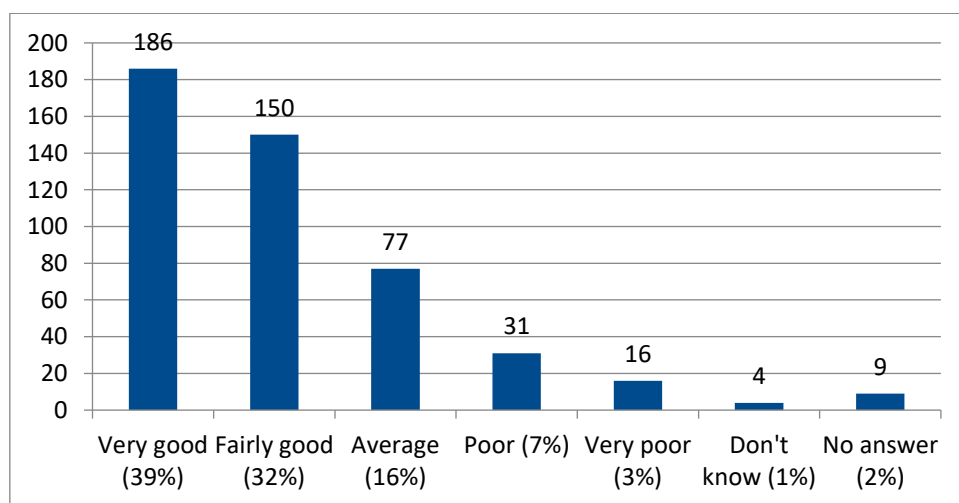
- The overall Welsh median net collection cost per household is £25 where Bridgend is the second lowest at £20.40.
- The Nett cost of Household dry recycling service median is £2.2 million where Bridgend is £1.3 million.
- Overall nett cost for dry recycling per Tonne ranged from £521 to £10 and the Welsh median was £198 where Bridgend was the second lowest at £102.27.
- Mass of dry recycling & Food Waste collected daily/operative median is 1,366 kg where Bridgend is 2,700 kg.



In summary, where comparative data is available, Bridgend’s waste contract shows both positive value for money and output performance on an all wales basis.

4.2 Satisfaction of the waste and recycling service has been captured in a 2019 Citizens Panel survey (which is being repeated in 2021 but is not available at time of report writing) the results of which are shown below:

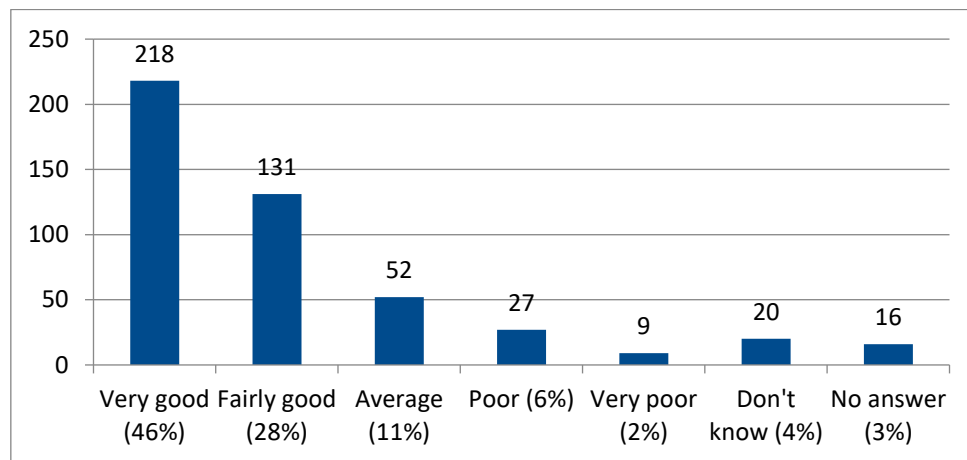
When asked, how would you rate the kerbside collection service?



The graph above shows that respondents rated the kerbside collection service as;

- 71% (336) very good or fairly good
- 16% (977) average
- 10% (47) poor or very poor
- 1% (4) did not know

Generally speaking, how would you rate the quality of the service provided at the community recycling centres you use?



The graph above shows that;

- 74% (349) respondents said the quality of service was very good or fairly good
- 11% (52) respondents said the quality of service was average
- 8% (36) respondents said the quality of service was poor or very poor

4.3 Improving recycling performance

4.4 A new Street Litter Recycling Contract is due to commence in July 2021 and will capture litter collected from bins and clean ups, highway waste and fly tipping. It is anticipated that this material could provide an increase of between 0.6% and 1.0% to overall annual recycling levels.

4.5 Similarly, the new Community Recycling Centre in Village Farm Industrial Estate in Pyle will provide a re-use centre and this could also capture a recycling increase of +0.5%. Additional benefits can also be achieved from introducing re-use of Bulky Waste and Trade Waste recycling. However, these sources are untested and it will take some time for these services to be bedded into the council's waste infrastructure and provide measurable benefits.

- 4.6 A Compositional Analysis of residual waste was carried out in 2015 and again in 2019, to determine the type of waste deposited in 'black bags' and assess any variation from the operational practices introduced by the contract in 2017. This report shows that whilst there has been a considerable reduction in the amount of residual waste presented per household, there is still a large amount of recyclate material which can be redirected to kerbside recycling collections. Noticeably, *'putrescible making up 31.1% of the residual waste analysed; this included 12.1% of avoidable food waste still in its packaging, 5.9% of unpackaged avoidable food waste and 4.9% other organic waste. Paper and card made up 17.0% of the overall composition followed by plastic film (13.0%), other combustibles (8.7%), dense plastics (6.9%), other non-combustibles (6.9%)'*.
- 4.7 In 2017, a new Food Waste treatment agreement was entered into with the City and County of Swansea Council, which utilises an Anaerobic Digester plant in Stormy Down in Bridgend. This partnership continues to benefit from WG grant funding and recycles approx. 8000T/annum. The Compositional Analysis Report mentions that this material would benefit from an awareness campaign to inform residents and re-direct this waste into the appropriate outlet.
- 4.8 The collection of Absorbent Hygiene Products generates approx. 1000T/annum of recyclate. A WG grant to support AHP services provided funding to advertise this service and this could improve the participation and further segregation of this waste. All of these small changes could help to achieve the next WG recycling target of 70% by 2024/25.

4.9 2030 Decarbonisation Agenda and Current Contract Extension

- 4.10 The Council is currently considering options for implementing the 2030 Decarbonisation Agenda by reducing carbon emissions throughout the borough. The Council's intent and commitment is included in Cabinet reports of June 2020 and January 2021.
- 4.11 Fleet optimisation and embracing new technology is being explored but the Ultra Low Emissions Vehicles (ULEV) marketplace is still in development; this is especially the case for Large Good Vehicles (LGV) such as those used in the waste and recycling collection operations. The UK is currently testing various fuels such as Hydrogen and Electric to identify the most suitable for various scenarios, as waste vehicles require significant power due to their size and use on all residential roads. Alternative fuel testing in waste services has already started in Wales and is likely to feed into fleet design over the next five years. At present, as this technology is still developing the vehicles are disproportionately expensive and to a large degree long-term effectiveness of the best solution is still to be proven.

- 4.12 Any preparation of a re-procurement of a future contract or in house service provision of waste services requires the finalisation of tender documents and methods of operation by 2022, to enable the contract award and mobilisation to take place prior to 2024. There is currently insufficient information to include lower emission vehicles into a new procured or in house waste services contract and that would hamper the council's decarbonisation agenda until the end of the contract period, which is likely to be in 2031 (unless the Council was willing to take a significant risk on developing and investing in expensive technologies).
- 4.13 It is clear that the natural initial date at which BCBC can exit the contract with Kier in 2024 would not be a good time to replace the refuse and recycling fleet. A commitment for many years to come with a new diesel fleet of vehicles in 2024 would not be aligned with the 2030 decarbonisation agenda.

4.14 Next Steps

4.15 Given the uncertainty linked to:

- As yet unknown future WG recycling targets
- As yet unknown impacts of Extended Producer Responsibility legislation
- As yet unknown impacts of Deposit Return Scheme legislation
- A developing ultra low emissions waste vehicles sector

It is recognised that April 2024 would not be an ideal juncture to invest in a new fleet and waste collection model. Also the uncertain effect of upcoming environmental legislation further compounds the difficulties relating to fleet requirements and vehicle configuration choices. As a result, it has been recommended by CCMB, in their meeting on 18th May 2021, that officers explore the possibility of a short two/three year extension of the existing contract with Kier using the existing fleet, as permitted in the existing contract. This will offer additional time for ULEV vehicle trials, progression on WG future targets and assessing the impact of changes to Environmental Legislation.

4.16 Officers are looking to write to Kier shortly to explore the possibility of extending the contract and negotiations to this end will shortly be underway. Officers will report to Cabinet in due course and any extension to the contract will be subject to Cabinet's approval.

5. Effect upon policy framework and procedure rules

5.1 This report has no effect on policy framework and procedural rules.

6. Equality Act 2010 Implications

- 6.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh language have been considered in the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. This is an information report, therefore it is not necessary to carry out an EIA in the production of this report. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

7. Well-being of Future Generations (Wales) Act 2015 implications

- 7.1 The Well-being of Future Generations (Wales) Act 2015 assessment has been completed. There are no implications to the Well-being of Future Generations (Wales) Act 2015 resulting from this report.

8. Financial implications.

- 8.1 The current contract allows for reasonable adjustment to the pricing schedule. Any variation in cost that may result through the extension negotiation process will be presented to a future Cabinet meeting for approval.

9. Recommendations

- 9.1 It is recommended that the Committee note the contents of this report and provide comments on the content of this report.

Janine Nightingale
CORPORATE DIRECTOR - COMMUNITIES
July 2021

Contact Officers: Zak Shell
Head of Operations - Communities

Telephone: (01656) 643413

E-mail: zak.shell@bridgend.gov.uk

Postal Address Bridgend County Borough Council
Civic Offices
Angel Street
Bridgend
CF31 4WB

Background Documents:

Welsh Government – Beyond Recycling – A strategy to make Circular Economy in Wales a reality 2020

Welsh Government – Well Being of Future Generations Act – A globally responsible Wales 2015

Welsh Government – Towards Zero Waste – One Wales: One Planet 2010

Welsh Government – Local Authority Municipal Waste Management 2019/20 (pub. Nov 2020)

Welsh Government Collections Blueprint - For affordable and sustainable local authority collection services for recyclable, compostable and residual waste 2011

National Resources Wales - Wastedataflow 2018/19

Welsh Government – Towards Zero Waste: our waste strategy (pub 2010)

Welsh Local Government Association – Benchmarking Working Paper, Household Dry Recycling Collections 2018/19

Welsh Local Government Association – Benchmarking Working Paper, Household Residual Waste Collection 2018/19

Welsh Local Government Association – Waste Finance Project 2018/19 - Bridgend

Resource Futures – Compositional Analysis of Residual Waste 2020

Resource Futures – Waste Compositional Analysis 2019

Eunomia - Review of WG Collections Blueprint 2016

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

19 JULY 2021

REPORT OF THE CHIEF OFFICER - LEGAL, HR & REGULATORY SERVICES

FORWARD WORK PROGRAMME UPDATE

1. Purpose of report

1.1 The purpose of this report is to:

- a) Present the Committee with the Forward Work Programme (**Appendix A**) for consideration and approval;
- b) Request any specific information the Committee identifies to be included in the items for the next two meetings, including invitees they wish to attend;
- c) Request the Committee to identify whether there are presently any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 4.3 of this report;
- d) Note that the Forward Work Programme and any feedback from the Committee will be reported to the next meeting of Corporate Overview and Scrutiny Committee (COSC);
- e) Present the Recommendations Monitoring Action Sheet (**Appendix B**) to track responses to the Committee's recommendations made at the previous meetings.

2. Connection to corporate well-being objectives / other corporate priorities

2.1 This report assists in the achievement of the following corporate well-being objectives under the **Well-being of Future Generations (Wales) Act 2015**:

- **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
- **Helping people and communities to be more healthy and resilient** - taking steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services. Supporting individuals and communities to build resilience, and enable them to develop solutions to have active, healthy and independent lives.
- **Smarter use of resources** – ensure that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help to deliver the Council's well-being objectives.

3. Background

- 3.1 The Council's Constitution requires the Corporate Overview and Scrutiny Committee to develop and implement a Forward Work Programme for the Committee.
- 3.2 The Council's Constitution also provides for each Subject Overview and Scrutiny Committee to propose items for the Forward Work Programme having regard for the Council's Corporate Priorities and Risk Management framework, for the Corporate Overview and Scrutiny Committee to then prioritise and schedule.

Best Practice / Guidance

- 3.3 The Centre for Governance and Scrutiny's Good Scrutiny Guide recognises the importance of the forward work programme. In order to 'lead and own the process', it states that Councillors should have ownership of their Committee's work programme, and be involved in developing, monitoring and evaluating it. The Good Scrutiny Guide also states that, in order to make an impact, the scrutiny workload should be coordinated and integrated into corporate processes, to ensure that it contributes to the delivery of corporate objectives, and that work can be undertaken in a timely and well-planned manner.
- 3.4 Forward Work Programmes need to be manageable to maximise the effective use of the limited time and resources of Scrutiny Committees. It is not possible to include every topic proposed. Successful Scrutiny is about looking at the right topic in the right way and Members need to be selective, while also being able to demonstrate clear arguments for including or excluding topics.
- 3.5 The Centre for Governance and Scrutiny (CfGS) guide to work effective work programming 'A Cunning Plan?' makes the following reference to the importance of good work programming:

'Effective work programming is the bedrock of an effective scrutiny function. Done well it can help lay the foundations for targeted, incisive and timely work on issues of local importance, where scrutiny can add value. Done badly, scrutiny can end up wasting time and resources on issues where the impact of any work done is likely to be minimal.'

Forward Work Programme

- 3.6 Following the approval of the schedule of Scrutiny Committee meeting dates at the Annual Meeting of Council on 19th May 2021, the scheduling of standing statutory reports to Scrutiny Committees upon: the Medium Term Financial Strategy, Performance, the Corporate Plan, Budget Monitoring, etc. were mapped to the appropriate COSC meeting dates into a draft Forward Work Programme.
- 3.7 The draft Forward work programme for each Scrutiny Committee has been prepared using a number of difference sources, including:
- Corporate Risk Assessment;
 - Directorate Business Plans;
 - Previous Scrutiny Committee Forward Work Programme report topics / Minutes;

- Committee / Member proposed topics;
- Policy Framework;
- Cabinet Work Programme;
- Discussions with Corporate Directors;
- Performance Team regarding the timing of performance information.

3.8 There are items where there is a statutory duty for Policy Framework documents to be considered by Scrutiny, e.g. the MTFs including draft budget proposals scheduled for consideration in December 2021, following which the COSC will coordinate the conclusions and recommendations from each of the Subject Overview and Scrutiny Committees in a report on the overall strategic overview of Cabinet's draft Budget proposals to the meeting of Cabinet in February 2022.

3.9 An effective FWP identifies the issues that the Committee wishes to focus on during the year and provide a clear plan. However, at each meeting the Committee will have an opportunity to review this as the Forward Work Programme Update will be a standing item on the Agenda, detailing which items are scheduled for future meetings and be requested to clarify any information to be included in reports and the list of invitees. The FWP will remain flexible and will be revisited at each COSC meeting with updates from each SOSC FWP and any updated information gathered from FWP meetings with Scrutiny Chairs and Corporate Directors.

4. Current situation/proposal

4.1 The Committee approved its Forward Work Programme at its previous meeting.

4.2 The Committee's Forward Work Programme has also been reported to the Corporate Overview and Scrutiny Committee, for coordination and oversight of the overall FWP.

Identification of Further Items

4.3 The Committee are reminded of the Criteria Form which Members can use to propose further items for the FWP which the Committee can then consider for prioritisation at a future meeting. The Criteria Form emphasises the need to consider issues such as impact, risk, performance, budget and community perception when identifying topics for investigation and to ensure a strategic responsibility for Scrutiny and that its work benefits the Authority. There are a number of questions and processes that can help the Committee come to a decision on whether to include a referred topic, some of which are set out below:

Recommended Criteria for Selecting Scrutiny Topics:

PUBLIC INTEREST: The concerns of local people should influence the issues chosen for scrutiny;

ABILITY TO CHANGE: Priority should be given to issues that the Committee can realistically influence, and which will result in a Cabinet decision being taken;

PERFORMANCE:	Priority should be given to the areas in which the Council, and other agencies, are not performing well;
EXTENT:	Priority should be given to issues that are relevant to all or large parts of the County Borough;
REPLICATION:	Work programmes must take account of what else is happening in the areas being considered to avoid duplication or wasted effort.

Reasons to Reject Scrutiny Topics:

- The issue is already being addressed / being examined elsewhere and change is imminent.
- The topic would be better addressed elsewhere (and can be referred there).
- Scrutiny involvement would have limited / no impact upon outcomes.
- The topic may be sub-judice or prejudicial to the Council's interest.
- The topic is too broad to make a review realistic.
- New legislation or guidance relating to the topic is expected within the next year.
- The topic area is currently subject to inspection or has recently undergone substantial change.

Corporate Parenting

- 4.4 Corporate Parenting is the term used to describe the responsibility of a Local Authority towards looked after children and young people. This is a legal responsibility given to local authorities by the Children Act 1989 and the Children Act 2004. The role of the Corporate Parent is to seek for children in public care the outcomes every good parent would want for their own children. The Council as a whole is the 'corporate parent', therefore all Members have a level of responsibility for the children and young people looked after by Bridgend.
- 4.5 In this role, it is suggested that Members consider how each item they consider affects children in care and care leavers, and in what way can the Committee assist in these areas.
- 4.6 Scrutiny Champions can greatly support the Committee in this by advising them of the ongoing work of the Cabinet-Committee and particularly any decisions or changes which they should be aware of as Corporate Parents.
- 4.7 The Forward Work Programme for this Committee is attached as **Appendix A** for consideration.
- 4.8 The Recommendations Monitoring Action Sheet for the previous meetings is attached as **Appendix B**, to track responses to the Committee's recommendations at the previous meetings.
- 5. Effect upon policy framework and procedure rules**
- 5.1 The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy

Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend.

6. Equality Act 2010 implications

6.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh language have been considered in the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The Act provides the basis for driving a different kind of public service in Wales, with 5 ways of working to guide how public services should work to deliver for people. The following is a summary to show how the 5 ways of working to achieve the well-being goals have been used to formulate the recommendations within this report:

- Long-term - The approval of this report will assist in the planning of Scrutiny business in both the short-term and in the long-term on its policies, budget and service delivery.
- Prevention - The early preparation of the Forward Work Programme allows for the advance planning of Scrutiny business where Members are provided an opportunity to influence and improve decisions before they are made by Cabinet.
- Integration - The report supports all the wellbeing objectives.
- Collaboration - Consultation on the content of the Forward Work Programme has taken place with the Corporate Management Board, Heads of Service, Elected Members and members of the public.
- Involvement - Advanced publication of the Forward Work Programme ensures that the public and stakeholders can view topics that will be discussed in Committee meetings and are provided with the opportunity to engage.

8. Financial implications

8.1 There are no financial implications directly associated with this report.

9. Recommendations

9.1 The Committee is recommended to:

- a) Consider and approve the Forward Work Programme attached as **Appendix A**;
- b) Identify any specific information the Committee wishes to be included in the items for the next two meetings, including invitees they wish to attend;
- c) Identify any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 4.3 of this report;
- d) Note that the Forward Work Programme and any updates from the Committee will be reported to the next meeting of COSC;
- e) Note the Recommendations Monitoring Action Sheet to track responses to the Committee's recommendations made at the previous meetings as **Appendix B**.

Kelly Watson

CHIEF OFFICER – LEGAL, HR & REGULATORY SERVICES

13 July 2021

Contact officer: Meryl Lawrence
Senior Democratic Services Officer - Scrutiny

Telephone: (01656) 643515

Email: scrutiny@bridgend.gov.uk

Postal address: Bridgend County Borough Council,
Civic Offices,
Angel Street,
Bridgend
CF31 4WB

Background documents: None.

<u>Date of Meeting:</u>	<u>Report Topics:</u>
Mon 28 th June 9.30am	Corporate Parenting Champion Nomination Nomination to the Public Service Board Scrutiny Panel Draft Outline Forward Work Programme
Mon 19 th July 9.30am	Progress of the Bridgend 2030 Decarbonisation Strategy (Ultra Low Emission Vehicles) Update on the Waste Service Contract 2024
Wed 29 th Sep 9.30am	Changes in External Economic Funding - Economic Development
Wed 24 th Nov 9.30am	Infrastructure Delivery (including roads, street lights, building and technology)
Thursday 16 th Dec 9.30am	Medium Term Financial Strategy & Budget Proposals
Wed 16 th Feb 9.30am	Transport Projects in the County Borough

The following reports have been included in the COSC outline Forward Work Programme:

12th Jan 22 – Replacement Local Development Plan

The following Member Development Sessions are proposed:

Process for prioritising maintenance of highways, footpaths, street lights, buildings, technology, plus Active Travel) **(October)**

Corporate Joint Committees Transport, Planning and Economic Development **(Autumn)**

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Subject Overview & Scrutiny Committee 3

ACTION SHEET

Date of Meeting	Agenda Item	Action	Responsibility	Outcome
26 April 2021	Bridgend Town Centre Regeneration Masterplan and Consultation	The Committee concluded by making a number of recommendations.	Scrutiny	ACTIONED – response and information circulated to Committee Members.
28 June 2021	Forward Work Programme	The Committee requested information for inclusion in the following upcoming FWP reports:	Scrutiny / Corporate Director-Communities	ACTIONED - Request emailed to Corporate Director – Communities and discussed at Officer Planning meeting with Chair and Scrutiny.
		<ol style="list-style-type: none"> 1. Progress of the Bridgend 2030 Decarbonisation Strategy (Ultra Low Emission Vehicles) – 19 July 2021 2. Update on the Waste Service Contract 2024 – 19 July 2021 3. Changes in External Economic Funding - Economic Development – 29 Sept 2021 4. Transport Projects in the County Borough – 16 Feb 2022 		
		The Committee requested confirmation that the Member Development Session on the Process for prioritising maintenance of highways, footpaths, street lights, buildings, technology, plus Active Travel , will be arranged for October prior to the report to Committee on 24 November.	Scrutiny / Corporate Director-Communities	ACTIONED – confirmed to be held in October.

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