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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: Gwasaneuthau Democrataidd

Ein cyf / Our ref:

Eich cyf / Your ref:

Dyddiad/Date: Thursday, 18 November 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 **Wednesday, 24 November 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 19 07 21
4. Infrastructure Delivery 15 - 22

Invitees

Janine Nightingale - Corporate Director, Communities
Councillor Stuart Baldwin - Cabinet Member Communities
Zak Shell - Head of Operations - Community Services
Kevin Mulcahy - Group Manager Highway Services

5. Forward Work Programme Update 23 - 32
6. 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.

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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 and Regulatory Services, HR and Corporate Policy

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

MINUTES OF A MEETING OF THE SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3
HELD IN REMOTELY - VIA MICROSOFT TEAMS ON MONDAY, 19 JULY 2021 AT 09:30

Present

Councillor JPD Blundell – Chairperson

N Clarke	P Davies	DK Edwards	DG Howells
JR McCarthy	JC Spanswick	LM Walters	A Williams
JE Williams	RE Young		

Apologies for Absence

JC Radcliffe, RMI Shaw and MC Voisey

Officers:

Meryl Lawrence	Senior Democratic Services Officer - Scrutiny
Gill Lewis	Interim Chief Officer – Finance, Performance and Change
Janine Nightingale	Corporate Director - Communities
Jonathan Parsons	Group Manager Development
Zak Shell	Head of Neighbourhood Services
Tracy Watson	Scrutiny Officer

Invitees:

Councillor Stuart Baldwin	Cabinet Member Communities
Councillor Huw David	Leader
Councillor Hywel Williams	Deputy Leader

7. DECLARATIONS OF INTEREST

None

8. APPROVAL OF MINUTES

RESOLVED: That the Minutes of a Combined meeting of Subject Overview and Scrutiny Committee 3 and Corporate Overview and Scrutiny Committee dated 26 April 2021 be approved as a true and accurate record, subject the following amendments:

Page 6, last paragraph, last sentence:
“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~~ **increased footfall and spending.**”

Page 8, the penultimate paragraph, second line:
“Planning regulations would dictate how many **parking** ~~planning~~ spaces, particular residential developments would be permitted to have in place.”

9. **CLIMATE CHANGE RESPONSE AND NET-ZERO CARBON BY 2030**

The Corporate Director – Communities began by providing Members with some narrative in respect of the 2030 Agenda before introducing colleagues from the Carbon Trust to deliver a presentation. Following the presentation the Corporate Director explained that she was aware that the Committee had sent some questions regarding the report but that it had been too late for colleagues from the Carbon Trust to incorporate into their presentation but these would be picked up. The Group Manager - Planning and Development Services updated Members on the Authority's Ultra Low Emissions Vehicle work at the depots.

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

A Member was concerned that discussions had centred on the Local Authority and focussed on how the public could play their part again, but what part would industry play as huge producers of carbon. He asked for the views of the Carbon Trust on the long term view of big industry and the military emitting carbon.

The Senior Manager - Carbon Trust explained that the Welsh Government (WG) had set the target of 2030 on the public sector because they would like the sector to lead by example. Public Sector emissions in Wales were only around between 1% and 3%, so what the Member had said about the public and industry and influencing those and putting targets on them, rang true because 90% of emissions were attributed to that. However, the Council was publicly funded and there was a responsibility to try and lead by example including the influence on the Council's supply chain which would drive industry, as procurement was around 75% of the Council's emissions and they would be the ones that would have to invest, taking up the challenge to demonstrate to the Council this was being addressed.

Heavy industry had previously fallen under the EU energy efficiency directive and had to spend quite a lot of money undertaking energy saving audits. Larger public sector bodies had been in the previous CRC Energy Efficiency Scheme, but the UK Government had decided not to include public sector bodies in the Streamlined Energy and Carbon Reporting Scheme that followed. However, heavy industry and large SMEs did have to report their emissions under that scheme. So recently there was a lot of regulation trying to drive activity in industry, but obviously there was a need for a requirement for the public sector with targets very much seen as Local Authorities' responsibility through the leadership role in influencing them.

A Member commented that the report had not mentioned the impact of manufacturing in and around the county borough, but had identified that 75% of savings should come from procurement. He asked whether the Authority should be buying from local providers that were emitters of carbon gases and how such procurement would operate.

The Corporate Director – Communities explained that a review of the procurement strategy was currently being undertaken, working with WRAP Cymru and the Procurement Section. They were trying to advise how best to direct spend in the local economy, to spend it more sustainably to grow and support local businesses, which would also cut down on mileage costs and carbon emissions. She acknowledged the Corporate Procurement Rules as a key part of this and how the Local Authority would know if it was being sustainable e.g. products from sustainable sources, although these may be slightly more expensive and that was something to be factored in as part of the procurement work, as well as the efficacy of the companies. The strategy had been drafted to allow the Local Authority the freedom to make those choices, but she

explained that this could come with consequences in terms of slightly higher costs as a result of that sustainable procurement.

The Senior Manager - Carbon Trust confirmed that the boundary for the piece of work was the Council's own boundary not any regional area or area-wide footprint or strategy. He advised that there was city region work and regional energy planning which would be looking at influencing industry directly. One of the challenges the Local Authority would have is what could be done whilst adhering to public procurement regulations. WG were looking at that post BREXIT to try to understand what reform needed to happen in terms of public procurement, to help support local ownerships, support keeping the value in Wales and purchasing from local suppliers. There were a few tools that could be put into the strategy, and ways of working to influence and mandate low-carbon procurement both in activities and to support suppliers to reduce their emissions.

The Chair of the Bridgend 2030 Decarbonisation Programme Board noted that this was a good question as there was a synergy between public and private operations. While local authorities had the ability to assist private industry in moving towards decarbonisation, private industry had its own drivers as 75% of the costs of the two heavy industries in the County Borough, were probably energy costs. This was a driving force in itself and they would be in the forefront of looking at ways of getting cheaper energy i.e. decarbonising using various government grants, making their production more efficient. He also believed that public opinion was moving towards the decarbonisation agenda. In addition planning legislation was moving in a direction where companies would have to take into consideration any changes that industry makes in their production or if they want to open new plants there would be planning restrictions placed upon them to make sure that they became carbon reduced.

The Leader referred to WG's programme to abolish the use of single-use plastics introducing an extended producer responsibility scheme to incentivise waste reduction by businesses. There was also a commitment to legislate to modernise the vehicle sector although many of those powers and responsibilities were reserved to the UK Government. There was a compelling case for the Authority to be using locally produced steel and paper. The Authority wanted to reduce its overall carbon footprint but certainly for the time being it was far better for the environment that steel was produced locally, with British industry having some of the highest environmental standards in the world. In addition WG had made a commitment to developing the Welsh timber industry which not only helped in terms of jobs and sustainability, but also carbon capture and biodiversity, as well as flood prevention. There would also be careful consideration of what could be done on the Local Authority's land, working with partners around scaling up tree planting and forestry initiatives.

A Member referred to page 19, paragraph 4.4 regarding direct engagement with a Citizens Assembly once established and a Steering Group of interested delivery partners, and asked for the timeline for this. He also acknowledged that a lot of work had been done in the past with regards to tree planting, but a lot more needed to be done in the future for carbon offsetting. He felt there needed to be a commitment to tree planting, over and above what the Local Authority had committed to, especially with the Queen's Platinum Jubilee Green Canopy next year. He noted that Bridgend College had given a commitment to planting 60,000 trees by 2025 and felt that to make it work, it needed a lot more resource, needed to be starting soon and happening faster.

The Corporate Director – Communities advised that the Local Authority would plant 15k trees this year, starting in the autumn. Those schemes were planned in six different areas across the Borough on Council land, which was important as sequestration could only be counted if the trees were planted on land that the Council managed. The Council had committed to a Green Day, working with Bridgend College, Registered Social

Landlords (RSLs), the Health Board and Public Service Board (PSB) Members to promote a day in the autumn where communities, school children etc., are invited to come and assist with the tree planting scheme. She explained that the other part of the Green Day initiative was that the Health Board were keen that people saw the benefits of being outdoors, gardening, biodiversity and arboriculture, so the agenda was much wider than just planting trees. The other piece of work was the Queen's Green Canopy, a nationwide drive to plant trees in honour of the Queen's Platinum Jubilee, which was something the Council were very keen to be part of, which was for the next financial year. In addition, the Council was having conversations with the Woodland Trust who provided grants, about offering a community planting scheme next year, where people could apply to have funding for a species of tree or hedge. It was acknowledged that the Council had difficult budget situations but the 2030 Agenda was extraordinarily important so there was a need to find other sources of funding to help the Council with the journey.

With regard to the Stakeholder forum this would include the Health Board, Police, Fire and Rescue, Ambulance, Bridgend College, other Education settings and RSLs etc., who were seen as partners in the 2030 Agenda. The intention was to set up regular meetings with them where best practice could be shared and make sure that all were doing similar things with an aligned vision e.g., tree planting, the ULEV charging strategy with the Health Board, electric fleet with the Police, and Valleys to Coast on their maintenance vehicles. The stakeholder group was very much partnership working, looking for shared opportunities. In terms of the Bridgend District Heat Network the Local Authority was keen to get as many people connected onto phases two and three.

In terms of the citizens' forum, it was really important to the Local Authority to offer a wide range of people in the community the opportunity to come forward and sit on this forum and help shape this agenda. This work was being led by the Climate Change Response Manager, who had just been appointed. As part of this he had been benchmarking and speaking to other authorities across the UK to find out the best way to set this up, who the best people were to invite and interested parties. Feedback was that a wide demographic across the borough was needed, and as many people that were pro 2030, as against it, as this challenged thinking. The group could not be too big so around 20 to 30 people would be the right size. People could feed in ideas via a web link / website, with the group chaired by an external person to ensure the agenda was being driven by citizens.

The Leader reassured the Member that action was happening now. The latest work on active travel was starting in Pencoed that day and he referred to the Capital Programme going to Cabinet and Council, including a proposal for £2.85m more to be invested in active travel, a proposal for £178k investment in Bryncethin Depot for developing the solar power capacity there, and the investment in the Bridgend Heat Network of £2.89M. In addition scaling up of the tree planting was being examined, although this was one stream and there were many streams of work being undertaken at the moment and there was also a need to deliver in partnership as well because one of the biggest landowners was Natural Resources Wales.

A Member asked what the Authority could do to educate people to stop cutting down perfectly good trees.

The Corporate Director - Communities explained under the statutory provision the highest protection trees were given was a Tree Preservation Order (TPO) but they had to be recognised as having a particular characteristic why they should be protected. If a tree was felled that did have a TPO there was up to a £2k fine and the tree had to be replaced and this would be enforced. However, there was a need to go further, because as part of the 2030 agenda, education and a communication plan was key. However, it

was very difficult to stop people felling trees so it was about educating and appealing to hearts and minds now about how beneficial they were for the environment.

A Member asked if there were plans to encourage blended working or selling or upgrading energy inefficient council buildings and perhaps just using one in Bridgend and selling off the others or perhaps refurbishing them so they are made energy efficient, or using them as flats, rather than building more houses on what could be green spaces.

The Leader advised that working from home, wherever possible, continued to be encouraged and feedback from most staff was that they preferred it, so there were some cost savings and it was better for the environment in terms of less travelling to work. Sickness levels had also fallen, so the Local Authority had seen the benefit of that. As part of a wider review which was being undertaken, the office accommodation needs were being considered and going forward into the future the Authority would look to make further savings, although costs had already been significantly reduced and the overall footprint of the of the estate, due to the decommissioning of Sunnyside House. The Chief Executive was preparing a report on Office Accommodation and additional resources had been dedicated. Expressions of interest were being explored in some of the estate, so there were a number of options to consider.

A Member asked as a baseline hadn't been established how it was known that enough human and financial resource had been allocated to the effort to reduce carbon emissions and extra external funding may not be certain over the next eight years. He asked how the conclusion had been reached that £215k would be allocated from the Council and would there be key performance indicators to monitor progress on targets on an annual basis to ensure that the Local Authority is on track. He also asked would there be any penalties if the Authority did not meet the net carbon neutral target by 2030.

The Corporate Director – Communities explained that the £215k in the budget was just for staffing costs for the Climate Change Response Manager, Programme Manager and bringing in the Carbon Trust. Currently there was no capital or revenue allocated for that action plan, although it was hoped by the autumn to have the action plan finished with a timeline. There would be costs associated with the action plan and she noted that Denbighshire County Council had said that they would need £10m of funding to undertake additional schemes for them to get to 2030. 80% of funding had come from grants with the Capital Region, WG and WLGA offering grants and monies for different parts of the decarbonisation agenda. It was uncertain what would be available in the future, but clearly the Local Authority would not be able to achieve it alone and would have to seek external sources of funding for this program. Going forward the intention was to complete the baseline, compile the action plan, do the gap analysis, cost as good as could be done and then consult on the strategy and the action plan in the autumn. From there a report would be taken to Cabinet and Council for a decision to approve that action plan and strategy going forward.

The Senior Manager - Carbon Trust explained that in terms of capital budgets, the low carbon agenda needed to be threaded in every decision e.g. not spending maintenance money on replacing boilers but looking at low carbon heat solutions. WG had not yet defined what could happen if targets were not met, as they were still shaping the monitoring reporting of Local Authorities and Health Boards, however, there were legal firms out who would chase corporate bodies and probably public bodies for not meeting their commitments and hold them to account.

The Head of Operations – Community Services explained that in respect of Key Performance Indicators (KPI's) the Carbon Trust were doing the baselining exercise for

the Authority and would leave the software tool which would be used, to continue to monitor the carbon output in line with WG Guidance to track performance on an annual basis. While there wasn't a defined penalty enforcement regime linked to the agenda yet, waste recycling had started in a similar vein with targets and the direction of travel, and it hadn't been long before WG got to the point where missing those targets resulted in penalties and it was likely to be similar for this too.

A Member referred to page 22 of the report which referred to the six ULEV taxis and the mention of a rapid charging point in the Hillsborough Place Car Park in Porthcawl and asked why that particular Car Park. She also asked about the potential for streetlights to be used as charging points, as had happened in some London Boroughs.

The Corporate Director - Communities explained that as part of the Metro Scheme for the Cardiff Capital Region, there would be a metro link for the buses and the Cardiff Capital Region had proposed the rapid charging points for the taxis there and was paying for the provision. This was a pilot scheme for the six taxis and should they become successful then the Authority would roll that out along with the rapid charging points for them, more widely across the Borough.

The Group Manager - Planning and Development Services explained that every Authority within the City Deal had an allocation of taxis based upon their number of taxi licences. The package of taxis included the rapid chargers and was driven by the City Deal and tied into the potential for a transportation bus facility at Porthcawl. The rapid charging facility should be up and running by the time the taxis are operational, so in active use all the time. There would also be other charging facilities being rolled out in other car parks.

The Head of Operations – Community Services referred to the question regarding the possibility of using street lights as charging points for electric vehicles and advised that while some of the streetlights within new housing estates may have the electrical capacity to also be used as charging points, the vast majority of older streetlights would not be up to the demands placed on them without some major investment. While they could be part of the strategy, it was not the solution to fit out all street lights with charging points.

The Member asked, what was meant by 'rapid' e.g. how long for a taxi to be charged, e.g. 20 or 30 minutes.

The Group Manager - Planning and Development Services explained that it was to do with voltage and wattage. With the rapid charger it allowed a greater flow of power into the battery which means they can be charged within say 30 minutes, as opposed to a more conventional charger, which would take longer. It also depended on the technology of the batteries as well, as power could not be increased too far without causing damage to the battery pack.

Officers and partners from the Carbon Trust were thanked for the report and presentation to Members.

The Committee made the following recommendations:

1. That the next review of the Corporate Template for Reports considers the inclusion of a Section on: Implications of the 2030 Decarbonisation Agenda, to assist all services to demonstrate how they are working towards the 2030 Agenda to achieve net zero carbon.
2. That a Briefing with information on Tree Preservation Order requirements be provided to Members of the Committee.

3. That the Local Authority employ a dedicated Tree Officer to work via a joined up one Council approach together with partners towards shared tree planting commitments and the Queen's Platinum Jubilee Green Canopy initiative.

That the development of the Action Plan include Key Performance Indicators (KPI's), to be reported for monitoring performance.

10. WASTE PROVISION POST 2024

The Corporate Director - Communities introduced the report regarding arrangements for the waste service post 2024, as a result of the current waste collection recycling contract ending in March 2024. She advised that while the current contract had performed well against national standards, the difficulty being faced was the number of uncertainties linked to a future waste service contract, which she summarised from the report. The Head of Operations - Community Services presented the report.

The Deputy Leader advised that it had been known that this stage was coming and discussions had taken place as a Cabinet. Welsh Government (WG) position had changed, and maybe the targets would also change but it was clear there were a number of uncertainties, so it would be unwise to proceed to a procurement stage at that point in time.

A Member advised that he was slightly disappointed to have not heard about the option of in-sourcing / bringing back in house and wanted to have the debate. He accepted there was lots of good data and performance but the comparison data was not always accurate because this was an externalised contract, compared to other Local Authorities. A big thank you needed to be given to the public, who had taken part and had made the figures work. In terms of the costs the Member was concerned whether some of the low costs could be due to staff not getting the best terms and conditions, that they could get if directly employed. The Member advised that he would like to hear the debate and have the figures, costs, analysis and cost benefits of bringing things back in-house, because having direct control, was he felt the best way to deal with the with all the uncertainties.

The Cabinet Member Communities replied that it wasn't to say that those discussions were not going to happen; it was just at the moment the report was about the potential to seek an extension of the current contract to allow the Local Authority to look at what is going to be the best options going forward. In terms of the figures, 85% of people considered the service to be average and above and he would accept an average over a poor or a very poor, considering it was a service that was often criticised by the public. He advised that the idea of the report today was about extending the contract and not to look at the wider issues at the moment, but when those wider implications were looked at this could come back to Scrutiny.

The Head of Operations – Community Services explained in relation to the options this would be about future discussions around how the Local Authority could provide the service long term. Meanwhile, this report was looking to explore all of the reasons there was so much uncertainty, that for now the best and most straightforward solution was to have a short extension, given that all the data showed things were okay at the moment

The Member stated that he could not see why those discussions could not take place now and over the coming months, because that was what scrutiny was looking for.

The Corporate Director - Communities explained that those conversations would be had on a future contract, but it was slightly premature to be having those discussions now

with regards to the uncertainty and the unknowns. She understood that Members were concerned, but reassured them that those discussions would take place.

A Member referred to legislation being introduced by WG, whereby local authorities would have to enforce pavement parking in place of the Police enforcing it. He was concerned this would impact on large refuse / recycling vehicles being able to access quite narrow streets. He asked if the Authority would be putting traffic regulation orders in place and when would local members have sight, ward by ward, of where the regulations would be permitted and where they would not.

The Head of Operations - Community Services advised that there were two big changes in traffic legislation over the coming year; 20 mile an hour residential area speed limits, and; enforcement for pavement parking. Neither was yet in force and the finer detail would be available in the coming weeks. In terms of pavement parking, it would not suit everywhere and there would have to be designated areas where pavement parking was allowed to continue. He advised that the budget approved for this year included a budget pressure that set out that more resource was needed in the Traffic Section to be able to deal with additional requirements over the next few years and recruitment was underway to fill those posts. He was aware there was a potential for impact, it would have to be planned for very carefully and there would be future reports.

A Member referred to residents placing food in their blue bags and the efforts made to educate residents to place food in the food waste. She was surprised that it had not been tackled in a big way before and felt there was a need to be working with the contractor to try and alleviate this problem.

The Head of Operations - Community Services acknowledged that report touched on that this was one of the areas of focus over the next few years in order for the Local Authority to get to the 70% statutory recycling target. However, right now, this was such a big issue that there wouldn't be much point in trying to identify individuals and needed to be a little bit broader. A number of recycling campaigns targeting food, had been done, in the past and they had been successful because some before and after measurement had been done. Although this was still an issue people were engaging with the food recycling service. However, there was an opportunity to drive more food out of the bags using a range of measures that would include some education, working with the contractor and ultimately some sort of enforcement measures as a fall back, to drive forward food recycling for those still not fully engaged with the food service.

A Member advised that the approach to seek an extension of the contract for 2 years being taken, did not sit well with him and asked for more information why a competitive tender would not be pursued. He added that there was clearly no appetite for bringing the service in-house and asked for confirmation on how long the extension would be, although he did not believe it represented a rigorous approach to public procurement and value for money. He asked the Interim Chief Officer Finance, Performance and Change to comment on whether she believed that it represented value for money for the public purse.

The Head of Operations - Community Services advised that the current contract was procured in a competitive environment, with a 70% weighting on finance, to ensure good value for money. The Authority was not looking to extend for the entire seven years, because that would mean discussion about a new fleet of vehicles and the problems talked about in why choosing a new fleet of vehicles right now would not be appropriate. It was about obtaining an extra couple of year's lifespan from the existing vehicles.

The Interim Chief Officer Finance, Performance and Change confirmed that she was not actually responsible for procurement but acknowledging what the Head of Operations -

Community Services had said, that this was a proper procurement and would be looked at in terms of value for money. It did perform well across the piece in terms of the indicators compared to other refuse contracts. This was about an extension, rather than the whole contract running again and there would be heavy involvement in looking at alternatives and costs. She noted the pressure on the revenue and capital budget if the Local Authority was to embark on buying a fleet of vehicles, that in itself would be a huge cost, and there was no guarantee that by bringing in-house this would give better value for money. Authorities with an in-house collection often struggled to attract staff, which was a reputational issue for the Council, not for the provider.

The Corporate Director - Communities reassured Members that this was an extension and alternative methods and contract forms, would be looked at and if necessary a procurement option would be considered.

The Member noted that the Head of Operations - Community Services had mentioned the original contract with Kier was procured with value for money in mind and asked how the Local Authority knew this would represent value for money come 2024. Surely tendering the contract to a number of providers would allow the Local Authority to benchmark against private contractors. If the contract was extended further clarification was needed on what that stop gap would be because in the report it says up to seven years and did not provide a limit on time scale.

The Corporate Director - Communities confirmed that the intention was for no more than two years extension to provide enough time to get to the bottom of the uncertainties, work through them and then procure a new contract if that was the preferred option and that the lifespan of the existing vehicles was two years.

The Head of Operations – Community Services clarified that the report stated two to three years, but absolutely it was governed by what the Local Authority could get out of the existing fleet.

The Member noted that if it was up to three years it would tie the hands of the next administration altogether and that did not sit well with him.

The Cabinet Member Communities clarified in relation to Member's statement of there being no appetite to in-source the service, it was not that there was no appetite for it, rather those options hadn't been looked at yet and so it could not be determined whether there was an appetite to in-source or to continue to outsource. The options would continue to be looked at in order to make the decision on the best way forward.

The Member questioned why the options hadn't been looked at before the end of the contract period so the Local Authority was not in a position where the contract had to be extended.

The Corporate Director Communities reiterated to the Member that the contract had been looked at but there were so many uncertainties it was unwise to make those decisions currently based on everything that was in the report. Those uncertainties needed to be worked through to make sure the correct contract was procured.

A Member thanked the Cabinet Member for confirming that all options were still on the table, and reiterated points made by the previous Member, but felt disappointed that the in-house option and other options were not now being discussed as part of the report.

The Corporate Director Communities reiterate her point again that there were so many uncertainties currently it would not be an informed decision to discuss those options. There was nothing to benchmark a new contract on if the targets for recycling were not

known, what the return bottle scheme and environmental standards would be, and what an ULEV fleet would look like. Officers had been open and honest and had committed to coming back to Scrutiny to discuss the new contract at the right time including telling Members about the four areas of uncertainty, when more was known about them. A line had been drawn under what had happened in 2017 and the same mistakes would not be made going forward.

The professional advice to Cabinet was that this was not the right time, the uncertainties would be unlocked and those discussions would be had with Scrutiny.

The Cabinet Member Communities advised that a prudent decision was being made in respect of spending public money in the best way.

A Member thanked Officers for the report and asked about the possibility of ULEV vehicles becoming far cheaper in years to come and what would be the current cost of replacing the fleet.

The Head of Operations - Community Services explained that it would be a large sum of money which was why the difference in price between ultra-low emission vehicles (ULEV's) and diesel vehicles, and buying in at the right time was so important to the Local Authority. WG would be supporting the purchase of ULEV's and making grants available and the Local Authority would fully want to utilise that and get some of these vehicles on board to trial them and start finding out what the pros and cons of using them were, how well did they work for the area, particularly as the tipping point down at the MREC was not local, how good were the batteries, etc. There was a lot to learn over the next year and it would be good to see a few being trialled in Bridgend, but an entire fleet would currently cost many millions of pounds.

The Committee made the following recommendation:

That Members could not support the extension of the current Waste Contract for a further two years, without having the debate about options, costs, and cost benefits analysis and value for money for the public purse.

11. **FORWARD WORK PROGRAMME UPDATE**

The Committee made the following recommendation:

That a report on the introduction of the **WG Pavement Parking Enforcement** be added to the Committee's Forward Work Programme, following the surveying of streets and collation of information for potential Traffic Parking Orders, but before implementation.

There were no requests to include specific information in the item for the next meeting.

RESOLVED: That the Committee approved the Forward Work Programme in Appendix A, subject to the above addition, noted that the Forward Work Programme and any updates from the Committee would be reported to the next meeting of COSC and noted the Recommendation Monitoring Action Sheet in Appendix B.

12. **URGENT ITEMS**

None

The meeting closed at 12:42

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

24 NOVEMBER 2021

REPORT OF THE CORPORATE DIRECTOR – COMMUNITIES

INFRASTRUCTURE DELIVERY

1. Purpose of report

- 1.1 The purpose of this report is to inform the Subject Overview and Scrutiny Committee 3 of Infrastructure Delivery, including roads and street lighting.

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.
- **Helping people and communities to be healthier and more 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 Council's economic and well-being objectives.

3. Background

- 3.1 The adopted highway network for the County Borough of Bridgend consists of

- 880 km of carriageways,
- 888 km of footway
- 483 highway structures, including 101 road bridges,
- 19,271 streetlights
- 74 traffic signals (signalised junction and pedestrian crossings)

- 3.2 In 2016 the total value (gross replacement cost) of the highway asset was estimated at circa £ 2 Billion. The total annual depreciation of the asset has been estimated at £11m of which the carriageway is calculated as £2.23m.

- 3.3 Similar to other Local Authorities across Wales, the impact of ongoing austerity since 2010 has seen the level of investment required to maintain our road networks decreasing. This is because the Council has had to prioritise other areas of growing need for local services, including education and social care. Therefore, the amount of funding required to maintain our networks has decreased in real terms.

3.4 Recent intervention funding has benefitted the stability of the classified network condition. However, the consideration is that the unclassified network has deteriorated. This accounts for approximately 67% of the BCBC overall highway network.

4. Current situation/proposal

4.1 The impact of years of austerity, and the competing Council priorities, has influenced the level of highway maintenance that can be achieved. The unintended consequence of budget prioritisation has resulted in a focus on maintaining the core road network of the borough that carry large volumes of vehicles, including heavy goods vehicles, buses, and commuter traffic. However, such volumes and weight of traffic also cause the greater rate of deterioration. This picture is no different to other Local Authorities in Wales who are also facing some very difficult budget situations. Although circa £11m of revenue/capital funding has been invested in the highway network in BCBC over the past three years. The result is effectively a steady state on the main roads. However, the situation on the unclassified network would be one of increased deterioration and a reliance on pothole repairs which maintain the safety of the road but do not fully address the underlying issue that may exist on the street.

4.2 At a basic level, interventions on the highway can commence with attendance in relation to potholes which is funded through the council's revenue funding. However, this is the costliest type of repair in terms of overall asset protection. It is more cost effective to invest in planned resurfacing of roads to prevent potholes forming in the first instance, rather than to repair potholes on a reactive basis. Repairing roads by the pothole is equivalent to £100-150 per square metre. Resurfacing a road costs around £24 per square metre.

4.3 Generally the Highways department receives just under 8,000 referrals per annum from both the public and members requesting repairs/actions to the asset, covering carriageways, streetlighting, footways, drainage etc. Over the last 5 years the Authority has undertaken on average 2,500 pothole repairs per annum, at a cost of approximately £300k.

4.4 The monitoring of the condition of our classified road network is a Key Performance Indicator (KPI) for the Council. This KPI is recorded by Welsh Government and is part of the Communities Directorate Business Plan objectives for Highways. It provides an indication on the performance of Bridgend County Borough Council against all other Welsh Highway Authorities. The latest KPI shows that Bridgend County Borough Council is currently better than the all-Wales average, in all road classification areas. This is shown in table A below.

Table A – Road Classification KPI with poor condition percentages

Road Classification	Percentage of BCBC roads that are in overall poor condition	All Wales Average of Percentage of roads that are in overall poor condition
A	3.7	3.9
B	3.3	4.5
C	7.3	14.0

- 4.5 Consequently the current council highways management processes are aimed at addressing the majority of the roads within the red range, in addition to addressing those in the amber range to prevent them from falling into the red classification. However, without sufficient funding to maintain the status quo, the number of roads transitioning from amber to red will increase and the decline unfortunately will occur at a greater rate than red roads can be repaired. This report will now detail the two main areas of our highway responsibility and intervention, that is firstly road repairs and secondly street lighting.

Prioritisation of Highway Repairs and Treatments

- 4.6 In assessing the appropriate prioritisation for any intervention various factors are taken into consideration. This includes the lifecycle of the road itself, information from automated surveys on Surface Condition Assessment (SCANNER) and/or skid resistance Sideways-force Coefficient Routine Investigation Machine (SCRIM). This is combined with information collected by highway inspectors from safety inspections and stakeholder contact to provide a circumspect highway programme.
- 4.7 Subject to assessment and available funding interventions range from patching, surface dressing and thin surfacing, through to resurfacing and ultimately reconstruction if the road is at the end of its lifecycle. Each of these interventions has to be considered in relation to the individual circumstances, to gain best value for the limited funding available.
- 4.8 The majority of planned intervention seeks to extend the life of the road by sealing it from damage caused by water and UV radiation. This seeks to maintain a road within at least the amber band of categorisation. This could be in the form of a Micro Asphalt on residential and less trafficked roads. This restores surface texture, improves ride quality and prevents ingress of water into the lower road structures. Alternatively, the road surface can be treated by applying liquid bitumen onto the road surface to seal it and provide a binder for the stone chippings spread on top. This provides an enhanced skid resistance and also prevents ingress of water into the lower road structures. This is a low-cost, effective preventative treatment, termed surface dressing that is widely used across the UK and, by timely intervention, prolongs the life of a road and underlying structure. The operations are not as popular with residents as there is the need initially for loose material to be swept from the road, however the surface quickly settles down through the curing process and compaction due to moving traffic.
- 4.9 Where there is more damage to the surface of the road in some limited circumstances it may be prudent to apply an overlay on top of the existing surface with minimal or no patching and thereby can strengthen the road. This methodology can generally only be applied in rural areas where the level increase does not affect adjoining properties/land (i.e. where no existing kerbing is present). Where the road surface has deteriorated beyond the point where an overlay application could be applied but the underlying structure of the road is sound, a treatment involving the removal of the upper surface layers (Planed), and the reapplication of hot bituminous material to create a new more durable road surface can be applied.
- 4.10 Ultimately, where a road has reached the end of its lifecycle whereby the road surface and underlying layers have deteriorated to an advanced stage intervention would require deep excavation, and replacement down to the sub-base stone layer in

addition to the upper layers of structural foundation and running surface.

- 4.11 It is clear, that the highway asset requires ongoing investment to maintain connectivity for the communities of Bridgend to access employment, education and services for its citizens, visitors, workers and businesses. The highway network, subject to ongoing investment, will continue to provide a safe and effective transport system for all its users whether as pedestrian, cyclist, public transport user freight or private motor vehicle.
- 4.12 Historic low levels of funding have unfortunately had a detrimental effect on the condition of the highway network. It is recognised that this is not unique to Bridgend however and other Local Authorities in Wales have faced the same situation during the years of financial austerity. This is where competing demands, and the growth in population in some areas, have affected the levels of finance available to Local Authorities during their MTFS budget setting process. It is clear going forward that sustained funding is required if the network is to address the maintenance backlog especially on those streets away from the primary network.

Street Lighting and Maintenance

- 4.13 The street lighting network within the Borough consists of 19,271 lighting units mounted either on steel or aluminium street lighting columns, with some mounted on buildings and wooden poles. These are supplied either from council managed power supply cabling (circa 300 miles) or third-party networks.
- 4.14 The provision of street lighting is not a statutory requirement but does provide benefits in terms of road safety and residential perceptions. Over the past four years the authority has invested in the conversion of its luminaries to LED technology that has provided a benefit in both energy consumption (carbon savings) and reliability. This has been funded through a repayable 8-year interest free loan which is repaid through energy savings accrued by the conversion to LED units. The installation phase will end this year with the overall replacement of 11,000 units which has provided an energy saving of around 3,000,000 KWh and a Carbon saving of around 699 tonnes, with the circa 8,000 units being previously replaced, and the remainder being addressed as and when they fail.
- 4.15 In terms of asset management, a programme of lighting column replacements is being progressed, with all 2,560 concrete columns having now been removed from the highway. This is complemented with ongoing replacement based on the existing budget of around 200 steel columns annually, that are in excess of their lifespan.
- 4.16 There are a number of mandatory street lighting assessments that need to be carried out on a 6-year cyclic basis, such as electrical testing. This would include testing of feeder pillars, columns and the cabling network. This is highlighting that existing cables that were installed more than 50 years ago (aluminium cored cable) are reaching the end of their life cycle with predominately more cable faults arising. This not only causes issues for residents in the loss of street lighting, but also the nature of the fault requires identification of the underground failure, excavation and in most instances a repair with a jointing procedure.
- 4.17 The future consideration would be for a planned replacement of sections of cabling that are subject to ongoing faults or identified as age expired. This is because the

cost and time to resolve ongoing individual repairs is not cost effective for the authority, as well as public perception of ongoing issues with their local street lighting network.

- 4.18 The current street lighting assets in the Borough, including street lights, bollards and sign lights amounting to 22,184 units are valued at circa £44 million. These are shown in table B below: -

Table B – Street Lighting Valuation Summary

Street Lighting Valuation		
Valuation Cost	Valuation Cost Description	Cost
Gross Replacement Cost (GRC)	Estimate of the current cost of replacing an asset using a standardised procedure	£44 million
Depreciated Replacement Cost (DRC)	Estimate of the current book value of the asset reflecting the fact that a proportion of the asset has been consumed / used up as result of use and ageing.	£18 million
Annualised Depreciation Cost (ADC)	The cost of an asset to a single year of the asset's expected lifetime	£1.26 million

- 4.19 From table B above, the estimated annualised depreciation of street lighting is £1.26 million. This represents the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset. In 2020/21, the total council revenue/capital investment in planned maintenance / renewal of the street lighting asset was £342,000. This equates to 27% of the estimated annual depreciation. The asset has benefited from the replacement LED programme over the past 5 years averaging circa £500,000 per year (repayable). The combined figures indicated that circa £842,000 has been invested in street lighting. Whilst it is acknowledged that there is still a funding gap with the estimated replacement cycle, highways officers are currently looking to further address this with a future planned bid to the capital programme for capital funding to be considered for Highways & Street Lighting in the forthcoming MTFS.
- 4.20 From this report various opportunities, investments and challenges have been highlighted, with a theme of the ongoing demands for asset maintenance. In response to this challenge, it is the intention of officers to develop a 5-year rolling capital programme bid that reflects the considerable investment that is now required to improve our highway infrastructure. This is not only because it is the largest asset the Council has in its ownership but also because of its importance to economic growth and wellbeing of our communities. A well-maintained road network is critical to linking people to employment, education and services as well as linking our businesses to the wider economic region and beyond along the M4 corridor.

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 as a specific result of this report. It is therefore not necessary to carry out a full EIA.

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: Effective Highways management ensures the long term maintenance of the asset as well as monitoring the day to day operation and safety of the network for planning for long term replacement, with interventions being appropriate for the stage in the lifecycle of the asset.

Prevention: Effective planning of highway asset management addresses risk on the highway network as effective maintenance ensures safety for the travelling public and availability of highways which may otherwise see an adverse impact on communities

Integration: The effective management of the highway network benefits all modes of highway use including safety of pedestrians as well as the effective management of traffic such as cyclists, bus and motor vehicles that provides benefit to the wellbeing and economy of the community.

Collaboration: Management of the highway can include improvement and working with others within active travel and regeneration has meant that the highway has evolved to include active travel and road safety measures that require inclusion in future inspection and maintenance regimes

Involvement: Apart from information on the lifecycle of the road itself, consideration is made of information collected by highway inspectors from safety inspections and stakeholder contact through the council's customer care system as well as elected members referrals.

8. Financial implications

8.1 The current **annual** capital allocations for the highways network currently included within the capital programme are as follows:

£340k highways structural works

£250k carriageway works

£400k street lighting / bridge infrastructure replacement

8.2 Any future additional highways capital allocations, to align a rolling programme of investment with identified capital need will be subject to Council approval for inclusion in the Capital Programme.

9. Recommendation

9.1 It is recommended that the Subject Overview and Scrutiny Committee 3 notes the report.

Janine Nightingale
Corporate Director – Communities
24th November 2021

Contact Officer: Kevin Mulcahy - Group Manager: Highways and Green Spaces
Telephone: (01656) 642535

E-mail: kevin.mulcahy@bridgend.gov.uk

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

Background documents:

None

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

24 NOVEMBER 2021

REPORT OF THE CHIEF OFFICER – LEGAL AND REGULATORY SERVICES, HR AND CORPORATE POLICY

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 AND REGULATORY SERVICES, HR AND CORPORATE POLICY

18 November 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 4 th Oct 9.30am	The Bridgend County Economic Futures Framework
Wed 24 th Nov 9.30am	Infrastructure Delivery (including roads, street lights, building and technology)
Thursday 24 th Jan 9.30am	Medium Term Financial Strategy & Budget Proposals <i>(Meeting postponed from 16 Dec, at Council on 17 Nov)</i>
Wed 16 th Feb 9.30am	Transport Projects in the County Borough
Date TBC	Changes in External Economic Funding - Economic Development
Date TBC	The introduction of the WG Pavement Parking Enforcement (following the surveying of streets and collation of information for potential Traffic Parking Orders, but before implementation)

The following Member Development Sessions are proposed:

Corporate Joint Committees Transport, Planning and Economic Development

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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	<p>The Committee requested information for inclusion in the following upcoming FWP reports:</p> <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 	Scrutiny / Corporate Director-Communities	ACTIONED - Request emailed to Corporate Director – Communities and discussed at Officer Planning meeting with Chair and Scrutiny.
		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.

19 July 2021	Climate Change Response and Net-Zero Carbon by 2030	The Committee concluded by making a number of recommendations.	Scrutiny / Corporate Director-Communities	Response to be provided.
	Waste Provision Post 2024			
	Forward Work Programme Update	<p>The Committee made the following Recommendations:</p> <ol style="list-style-type: none"> 1. That a report on the introduction of Pavement Parking Enforcement be added to the Committee’s Forward Work Programme following the surveying of streets and collation of information for potential Traffic Parking Orders, but before implementation. 	Scrutiny	ACTIONED – added to FWP, date to be confirmed.