



STREETSCENE AND ENGINEERING SCRUTINY COMMITTEE

10.00 am FRIDAY, 17 JANUARY 2020

COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE

PART 1

1. Declarations of Interest
2. Forward Work Programme 19/20 (*Pages 3 - 4*)
3. Consultation on Environment Directorate's Budget and Draft Savings For 2020/21 (*Pages 5 - 20*)
4. Fly Tipping Update and Monitoring Report (*Pages 21 - 26*)
5. Pest Control Monitoring Report (*Pages 27 - 30*)
6. Pre-Decision Scrutiny
To select appropriate items from the Cabinet agenda for pre-decision scrutiny (reports enclosed for Scrutiny Members)
7. Urgent Items
(Whether public or exempt) at the discretion of the Chairman pursuant to Section 100B (4) (b) of the Local Government Act 1972

S.Phillips
Chief Executive

Civic Centre
Port Talbot

Thursday, 9 January 2020

Committee Membership:

Chairperson: Councillor S.M.Penry

**Vice
Chairperson:** Councillor R.W.Wood

Councillors: S.apDafydd, A.R.Aubrey, C.Galsworthy, J.Hurley,
D.Keogh, A.McGrath, W.F.Griffiths, R.Davies,
J.Hale and S.A.Knoyle

Notes:

- (1) If Committee Members or non-Committee Members wish to have relevant items put on the agenda for future meetings, then please notify the Chief Executive/Chair eight days before the meeting.*
- (2) If non-Committee Members wish to attend for an item of interest, then prior notification needs to be given (by 12.00 noon on the day before the meeting). Non-Committee Members may speak but not vote, or move or second any motion.*
- (3) For pre scrutiny arrangements, the Chair will normally recommend forthcoming executive items for discussion/challenge. It is also open to Committee Members to request items to be raised - though Members are asked to be selective here in regard to important issues.*
- (4) The relevant Cabinet Board Members will also be invited to be present at the meeting for Scrutiny/ Consultation purposes.*
- (5) Would the Scrutiny Committee Members please bring the Cabinet Board papers with them to the meeting.*

**Streetscene and Engineering Scrutiny Committee
Forward Work Programme 2019/20**

Date of Meeting	Agenda Item	Officer
17 th January 2020	**Budget**	
	Fly Tipping-update and monitoring report.	Mike Roberts
	Pest Control- update and monitoring report.	Mike Roberts
28 th February 2020	Road Safety Strategy	Joy Smith
24 th April 2020	Cymmer Improvement Scheme - Presentation	Dave Griffiths
	CCTV Enforcement Vehicle – First Years Data	Steve Cook
	Select List Review	Hasan Hasan
	Virtual Permit	Steve Cook

5 th June 2020	Parking Services Annual Update Report including (Traffic Warden data.)	Steve Cook
	Japanese Knotweed – Management and Treatment Annual Update	Nicola Pearce

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
STREETSCENE AND ENGINEERING SCRUTINY COMMITTEE
REPORT OF DIRECTOR OF ENVIRONMENT AND REGENERATION

17th January 2020

SECTION A – MATTER FOR SCRUTINY

WARDS AFFECTED: ALL

**CONSULTATION ON ENGINEERING AND TRANSPORT BUDGET
AND INCOME GENERATION PROPOSALS 2020/21**

1. Purpose of Report

To provide Members of the Streetscene and Engineering Scrutiny Committee with supplementary information regarding the income generating proposals for the Engineering and Transport functions, set out in the Cabinet Report of 10th January 2020, with a view to aiding the scrutiny of those proposals.

2. Background

As Members are aware Neath Port Talbot Council's net revenue budget for 2019/20 is £288.168m and together with grants and income results in a gross investment or budget of some £433m in Council services across the County Borough. The Council also invests circa £45m per annum through its Capital Programme.

On the 10th January 2020 the Council's Cabinet approved to commence public consultation on draft budget savings, cuts and income generation proposals for 2020/21 to 2022/23. As Members are aware, the 2020/21 Provisional Local Government Settlement provides an all-Wales increase in Local Government funding of 4.3%, with this Council benefiting from a higher than average increase at 4.5%.

This is the first 'above inflation' settlement since 2007/08 and whilst it is welcome news it still does not cover the total cost of assumed

pay awards, inflation and pressures resulting from rising demands on Council Services.

After taking account of the above settlement, the Council is still required to deliver savings of £2.148m to set a balanced budget for next year rising to £2.684m for the next three years to 2022/23.

This report deals in more detail specifically with those savings strategies which fall under the remit of this Scrutiny Committee.

3. Executive Summary

The Environment and Regeneration's original budget for 2019/20 totals £37,535,000. This report includes details of potential income generation of £20k for 2020/21. Details of these savings are shown in the table below:

Division	2019/20 Original Budget £'000	Savings Proposals		
		2020/21 £'000	2021/22 £'000	2022/23 £'000
Engineering & Transport	1,968	20	0	0
Total	1,968	20	0	0

4. Draft savings for consultation

Please find below specific information from the Head of Engineering and Transport relating to income generation proposals for 2020/21 for Road Safety and Parking Services (Appendix 1).

4.1 Key Service Information

Road Safety is a statutory responsibility for all Local Highway Authorities, placing a duty on them to prepare and carry out a programme of measures and training designed to promote road safety.

The team is responsible for the development of the Council's Road Safety Strategy and statutory duties under the Road Traffic Act, the School Crossing Patrol service and a range of Training programmes,

including School and College education programmes, driver, motorcycle, cycle training and professional/licence acquisition driver training, alongside Learner Travel assessments of walking routes to School.

The Parking Service is responsible for the management of multi-storey car parks and off-street parking. The service is responsible for Civil On-street Parking enforcement, together with mobile CCTV enforcement that falls within the jurisdiction of the Local Authority. It deals with appeals against the issue of Penalty Charge Notices and the preparation of documents for submission to the independent Traffic Penalty tribunal.

Administration of the Council's Parking Permit schemes are also part of the Unit's remit.

Budget Summary

Service	Original Budget 2019/20 £'000	Staffing FTE
Parking service	(447)	16.02
Road Safety	244	7.00
Total	(203)	23.02

Savings Proposals

ENVT1004 – Road Safety Driver Training Programme - £10K 2020/21

The promotion and expansion of Driver Vehicle Standard Agency (DVSA) accredited driver training into local businesses by the Road Safety Team, will see driver training revenue increase.

The training will encompass several professional driver licence requirements, namely, MIDAS (mini bus training), B+E and D1 licence acquisition, alongside CPC (Certificate of Professional Competence) training.

ENVT1005 – CCTV Mobile Enforcement - £10K 2020/21

This relates to increased income generated from the mobile CCTV camera enforcement van. It is proposed to operate seven days per week which is self-funded by Parking Services as a result of an operational staffing change.

5. Crime and Disorder Impact

The Council has a legal duty under Section 17 of the Crime and Disorder Act 1998 to carry out all its various functions with “due regard to the need to prevent Crime and Disorder in its area”.

Individual proposals are being assessed as to their impact on crime and disorder and should any specific impact be identified these will be identified against individual proposals and summarised in final proposals.

6. Integrated Impact Assessment

Integrated Impact Assessments for the 2020/21 Budget are being developed in two stages: stage one involves making an initial assessment of the impact of the budget proposals on a range of statutory duties that the Council is required to meet. Those duties include: the Equality Act 2010; the Welsh Language Standards; the Well-being of Future Generations (Wales) Act 2015; duties in respect of Bio-diversity and a range of other factors.

The Equality Act 2010 requires public bodies to “pay due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- foster good relations between persons who share a relevant protected characteristics and persons who do not share it

The Well-being of Future Generations Act 2015 (“the 2015 Act”) requires the Council to think about the long-term impact of their decisions, to work better with people, communities and each other and to prevent persistent problems such as poverty, health

inequalities and climate change. The 2015 Act imposes a duty on all public bodies in Wales to carry out “sustainable development”, defined as being, “The process of improving the economic, social, environmental and cultural wellbeing of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the wellbeing goals.” The action that a public body takes in carrying out sustainable development includes setting and publishing wellbeing objectives, and taking all reasonable steps in exercising its functions to meet those objectives.

The 10th January report identified the need for the Council to make budget savings of £2.148m for 2020/21 and as such many of these will have a negative impact on services provided across the whole of the county borough.

The first stage of the integrated impact assessment process has indicated that a more in depth assessment is not required. A summary is included at Appendix 2.

7. Workforce Impacts

There are no workforce impacts.

8. Consultation

Public Consultation on all of the draft savings proposals set out in the Cabinet report of 10th January 2020 has commenced and will run until 4th February 2020.

9. Risk Management

It is now becoming more difficult to continue to deliver year on year savings in some service areas. Some efficiencies via new working arrangements have and continue to be achievable. New income generation opportunities and fees are also under consideration to reduce the financial funding gap. However, given that the demand for some services continue at a pace that exceed capacity further work is being carried out to ensure that the best possible services can be provided within the reduced budgets and reduced capacity.

10. Recommendation

It is recommended that Members review and scrutinise the savings proposals included in this report.

11. Appendices

Appendix 1- Draft savings for consultation

Appendix 2 – First Stage Integrated Impact Assessments

12. Background Papers

Budget working files.

13. Officer Contact

For further information on this report item, please contact:

Mrs. Nicola Pearce

Director of Environment and Regeneration

Tel. No. 01639 686668

Email: n.pearce@npt.gov.uk

Draft Budget Saving Strategies

Appendix 1

Ref No.	Board	Description	Lead	Main Impacts	Net Budget 2019/20	% saving	2020/21 £000	2021/22 £000	2022/23 £000
ENVT1004	S&E	Road Safety Driver Training Programme	David Griffiths	Increase income	244	4%	10	0	0
ENVT1005	S&E	CCTV Mobile Enforcement	David Griffiths	Increase operational hours to generate more income	-447	-2%	10	0	0
				Total			20	0	0

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: ENVT1004 Road Safety Driver Training Programme
Service Area: Road Safety & Business Performance
Directorate: Environment & Regeneration

2. Does the initiative affect:

	Yes	No
Service users		✓
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed training will provide a safer environment regarding road safety, resulting in safer roads for future generations.
Integration - how the initiative impacts upon our wellbeing objectives	✓		<p>The proposed training will provide a safer environment regarding road safety, providing improved skill and confidence amongst professional drivers across the Borough (as reflected in the Well-being of Future Generations (Wales) Act 2015).</p> <p>A prosperous Wales Access to independent travel such as driving can lead to employment opportunities further afield.</p> <p>A Wales of cohesive communities Professional driver training is an intervention which contributes to this goal by way of safe and well connected communities. This intervention ensures that professional drivers are further equipped leading to safer communities.</p> <p>A more equal Wales Enabling individuals from all backgrounds and circumstances an opportunity to learn the basic skills and responsibilities of driving, allows them to fulfil their potential.</p> <p>A globally responsible Wales. Professional driver training is an example of a positive contribution to global well-being, specifically social well-being.</p>
Involvement - how people have been involved in developing the initiative	✓		Discharge of National Driver Vehicle Standards Agency licence requirements for professional drivers.

Integrated Impact Assessments Appendix 2

Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		Discharge of National Driver Vehicle Standards Agency licence requirements for professional drivers.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed training will provide a safer environment regarding road safety, providing improved skill and confidence amongst professional drivers across the Borough.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposal provides a road safety benefit.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Date
Completed by	Joy Smith	Road Safety and Business Performance Manager	18.12.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	18.12.19

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: ENVT1005 CCTV Mobile Enforcement
Service Area: Parking Services
Directorate: Environment & Regeneration

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff	✓	
Wider community	✓	
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				Will only have a financial impact if vehicle contravenes a traffic order.
Disability		✓				Will only have a financial impact if vehicle contravenes a traffic order.
Gender Reassignment		✓				Will only have a financial impact if vehicle contravenes a traffic order.
Marriage/Civil Partnership		✓				Will only have a financial impact if vehicle contravenes a traffic order.
Pregnancy/Maternity		✓				Will only have a financial impact if vehicle contravenes a traffic order.

Integrated Impact Assessments Appendix 2

Race		✓				Will only have a financial impact if vehicle contravenes a traffic order.
Religion/Belief		✓				Will only have a financial impact if vehicle contravenes a traffic order.
Sex		✓				Will only have a financial impact if vehicle contravenes a traffic order.
Sexual orientation		✓				Will only have a financial impact on service users.

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓			L	
Treating the Welsh language no less favourably than English		✓			L	

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	✓					There will be an effect with air quality as we are encouraging the vehicle to drive around the county borough.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people		✓	This is a long term initiative that will alleviate some of the indiscriminate parking by the issuing of penalty charge notices.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The initiative will help with the economic growth over the period.
Involvement - how people have been involved in developing the initiative	✓		Local elected members have been involved in this initiative as well as Cabinet Members and the Leader.

Integrated Impact Assessments Appendix 2

Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		Discussion have been undertaken with the local members as well the authority's Road safety Unit and local schools.
Prevention - how the initiative will prevent problems occurring or getting worse		✓	Enforcement will hopefully alleviate some of the indiscriminate parking by the issuing of penalty charge notices.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
There is no reason for a full integrated impact assessment as the initiative will only affect motorist who are parking in contravention of local Traffic Orders.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

**Integrated Impact Assessments
Appendix 2**

	Name	Position	Date
Completed by	Steve Cook	Parking Manager	18.12.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	18.12.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Scrutiny Committee
17th January 2020

Report of the Head of Streetcare – Mike Roberts

Matter for Decision

Wards Affected: All Wards

Fly Tipping Update and Monitoring Report

Purpose of the Report:

To inform members of Fly Tipping statistics and service processes.

Executive Summary:

The Authority has for many years been committed to dealing with fly tipping in the County Borough. Our Waste Enforcement team have historically been regarded as the leading enforcement unit in Wales in prosecuting individuals who contravene the Environmental Protection Act 1990 s33/34.

The service uses several different approaches to deal with fly tipping including Education, Removal and Enforcement.

The high level of prosecutions/enforcement actions historically taken by our Waste Enforcement team has had a positive impact on the number of fly tipping incidents recorded in the three years 2015 – 2018.

Background:

The Authority has for many years been committed to dealing with fly tipping in the County Borough.

Our Waste Enforcement team have historically been regarded as the leading enforcement unit in Wales in prosecuting individuals who contravene the Environmental Protection Act 1990 s33/34.

The success of our team is attributed to:

- The support of Senior Officers and Elected Members towards enforcement action;
- A team of dedicated officers,
- Our officers using all the available legislation.
- A strong relationship with our legal team.
- A better public awareness of what we do via our dedicated social media outlets.

Process:

In managing the service a process has been developed which includes Education, Removal and Enforcement.

Education is an essential part of reducing fly tipping. The service uses media and social media to good effect, with some 1,840 followers on Facebook and 670 on Twitter. These pages include information on current activities of the service, educational videos, naming and shaming, and requests for assistance from the public.

Removing fly tipping is regarded as a good method of preventing additional fly tipping at a location. When incidents of fly tipping are reported to the Council, officers including call centre staff attempt to filter calls based on the likelihood of there being evidence. If evidence is unlikely the incident is referred direct to Neighbourhood Supervisors to organise removal as quickly as resources allow.

Enforcement is a major deterrent to continued fly tipping. Where evidence is likely to be found then the incident is referred direct to the Enforcement Section for investigation. During this investigation officers will look for evidence which may include evidence within the waste, available CCTV or from witnesses.

Where evidence is found, officers will make use of all the powers available to them, including:

- PACE interviews
- Arrest with Police assistance
- Vehicle seizure

Officers aim to gain evidence to prosecute the depositor but may also pursue the originator of the waste. Where the fly tip is small and sufficient evidence is found, officers may issue a fixed penalty notice.

During the three years 2015 – 2018 an increase in the number of prosecutions undertaken has undoubtedly had a positive impact on the number of fly tipping incidents recorded, set in the context of numerous changes in Waste Policy together with the introduction of the no side waste policy.

Year	No's of prosecutions	Incidents recorded	Clearance costs
2015/16	19	1271	£83,647
2016/17	17	1050	£76,528
2017/18	34	1056	£67,236
2018/19	61	1330	£91,982

The 2018/19 figures have only just been published by the Welsh Government and show an increase for that year. An analysis of these figures is currently ongoing.

The introduction of Fixed Penalty Notices for both Fly Tipping (£400 reduced to £280 if paid within 10 days) and Householders Duty of Care (£300 reduced to £150 if paid within 10 days) has also allowed us to deal with certain cases more proportionately and efficiently. However, when issuing Fixed Penalty Notices consideration is given to the guidance produced by a National Fly Tipping forum that advises how and when Authorities should utilise the Fixed Penalty Notices (as opposed to prosecuting); it is also important to understand that these notices should only be used for what is deemed to be a minor, non-commercial fly tipping and will not be issued to repeat offenders.

The introduction of the fly tipping Fixed Penalty Notices has advantages including greatly reducing officer's time in not having to produce a file of evidence for each and every case. The amount of monies accrued since the introduction of the Fixed Penalty Notices is approximately £8430.

Financial Impacts:

There are no financial impacts associated with this report.

Equality Impact Assessment:

There are no equality impacts associated with this report; it's for information only.

Workforce Impacts:

There are no workforce impacts associated with this report.

Legal Impacts:

There are no legal impacts associated with this report.

Risk Management Impacts:

There are no risk management issues associated with this report.

Consultation:

There is no requirement as the report is for information only.

Appendices

Nil

List of Background Papers

Nil

Asset Management Planning.

Implementation of Decision:

Officer Contact:

Name: Andrew Lewis

Designation: Waste and Neighbourhood Services Manager

Email: a.lewis@npt.gov.uk

Direct Dial: 01639 686021



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Scrutiny Committee
17th January 2020

Report of the Head of Streetcare – Mike Roberts

Matter for Information

Wards Affected: All Wards

Pest Control Monitoring Report

Purpose of the Report:

To provide an update on the Pest Control Service as requested.

Executive Summary:

The Pest Control Service is a non-statutory function which was previously significantly subsidised and as such has been subject to savings strategies under previous forward financial plans.

Changes to staff levels, responsibilities, fees and charges have now reduced the subsidy and the service is expected to break even in 2020/21. There is no cost increase proposed for next year.

Background:

In 2016, the Pest Control Service transferred from Environmental Health to Streetcare Services.

The Authority has certain statutory duties in relation to the handling of stray dogs whilst the Pest Control Service is an entirely non-statutory service. Both services were heavily subsidised for many years.

There have been several changes introduced to reduce the subsidy of the service, the first being the amalgamation of Pest Control with the Dog Warden Service, which followed the transfer to Streetcare in 2016. Furthermore, as part of subsequent forward financial plans, fees and charges were increased including a significant rise last year.

Comparative figures for service requests and income for the first six months of 2018 and 2019 are given below.

Period	No of service requests for pest control	Income
1/4/2018-30/9/2018	704	£31,600.80
1/4/2019-30/9/2019	348	£29,587.40

Whilst the income level has remained on a par, staff resources allocated to delivering the service has been reduced commensurate with demand and consequently the service is expected to financially break even in 2020/21 with no increase in fees and charges next year. The previous saving strategies have therefore resulted, as intended, in the subsidy reducing to zero and securing the service going forward.

It is noted the Pest Control Officers also carry out enforcement of the Prevention of Damage by Pests Act 1949s4. In relation to overgrown gardens/waste in gardens.

Financial Impacts:

There are no financial impacts associated with this report.

Equality Impact Assessment:

There are no equality impacts associated with this report; for information only.

Workforce Impact:

There are no workforce impacts associated with this report.

Legal Impact:

There are no legal impacts associated with this report; for information only.

Risk Management:

There are no risk management issues associated with this report; for information only.

Consultation:

There is no requirement as the report is for information only.

Appendices

Nil

List of Background Papers

Nil

Appendices:

Nil

List of Background Papers:

None.

Officer Contact:

Name: Andrew Lewis

Designation: Waste and Neighbourhood Services Manager

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