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For all enquiries relating to this agenda please contact Rebecca Barrett  
(Tel: 01443 864245 Email: [barrerm@caerphilly.gov.uk](mailto:barrerm@caerphilly.gov.uk))

**Date: 19th October 2022**

To Whom It May Concern,

A multi-locational meeting of the **Environment and Sustainability Scrutiny Committee** will be held in Penallta House, and via Microsoft Teams on **Tuesday, 25th October, 2022 at 5.30 pm** to consider the matters contained in the following agenda. Councillors and the public wishing to speak on any item can do so by making a request to the Chair. You are also welcome to use Welsh at the meeting, both these requests require a minimum notice period of 3 working days. A simultaneous translation will be provided on request.

Members of the public or Press may attend in person at Penallta House or may view the meeting live via the following link: <https://civico.net/caerphilly>

This meeting will be live-streamed and a recording made available to view via the Council's website, except for discussions involving confidential or exempt items. Therefore the images/audio of those individuals speaking will be publicly available to all via the recording on the [Council's website](#).

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Chrissy', enclosed in a large, loopy oval shape.

**Christina Harrhy**  
CHIEF EXECUTIVE

## A G E N D A

	Pages
1 To receive apologies for absence.	

A greener place Man gwyrddach



2 Declarations of Interest.

Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on this agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers.

To approve and sign the following minutes: -

- 3 Environment and Sustainability Scrutiny Committee held on 6th October 2022. 1 - 6
- 4 Consideration of any matter referred to this Committee in accordance with the call-in procedure.
- 5 Environment and Sustainability Scrutiny Committee Forward Work Programme. 7 - 20
- 6 To receive and consider the following Cabinet reports\*: -
1. Cwm Ifor Solar Farm – 5<sup>th</sup> October 2022;
  2. Amendments to Authorisation of Officers Within the Public Protection Division and Approval of Reciprocal Arrangements for Enforcement between Newport City Council and Caerphilly County Borough Council – 5<sup>th</sup> October 2022;
  3. Safer Caerphilly Community Safety Partnership - 5<sup>th</sup> October 2022.

*\*If a member of the Scrutiny Committee wishes for any of the above Cabinet reports to be brought forward for review at the meeting please contact Rebecca Barrett, 01443 864245, by 10.00 a.m. on Monday, 24th October 2022.*

- 7 To receive a Notice of Motion - Re-evaluate the Cabinet Decision of the 9th February 2022 - B4251 Ynysddu to Wyllie Highway Improvement. 21 - 28

To receive and consider the following Scrutiny reports: -

- 8 Implementation of Green Infrastructure Strategy - Progress Report. 29 - 38
- 9 Street Lighting Review. 39 - 46
- 10 Caerphilly Biodiversity Report 2022. 47 - 68

**Circulation:**

**Councillors** M.A. Adams, R. Chapman, C.J. Cuss, D.T. Davies (Chair), N. Dix, C. Elsbury, M. Evans, A. Gair, A. Hussey (Vice Chair), S. Kent, A. Leonard, D.W.R. Preece, H. Pritchard, J.E. Roberts, S. Williams and C. Wright

And Appropriate Officers

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## ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE

MINUTES OF THE MULTI-LOCATIONAL MEETING HELD IN PENALLTA HOUSE  
AND VIA MICROSOFT TEAMS ON THURSDAY, 6TH OCTOBER 2022 AT 5.30 P.M.

PRESENT:

Councillor A. Hussey (Vice-Chair Presiding)

Councillors:

R. Chapman, C.J. Cuss, D.T. Davies MBE, N. Dix, C. Elsbury, M. Evans, A. Gair, S. Kent, D.W.R. Preece, H. Pritchard, J.E. Roberts, S. Williams, C. Wright

Cabinet Members:

Councillors J. Simmonds (Highways and Transportation)

Together with:

M.S. Williams (Corporate Director for Economy and Environment, M. Lloyd (Head of Infrastructure), C. Campbell (Transportation Engineering Manager), D. Smith (Principal Engineer - Traffic Management), C. Forbes-Thompson (Scrutiny Manager), R. Barrett (Committee Services Officer), J. Lloyd (Committee Services Officer)

### ANNOUNCEMENT

The Committee were advised that in view of a prior request from Councillor D.T. Davies MBE, Councillor A. Hussey (Vice-Chair) would preside as Scrutiny Chair for the duration of the meeting.

### RECORDING, FILMING AND VOTING ARRANGEMENTS

The Chair reminded those present that the meeting was being live-streamed and recorded and would be made available following the meeting via the Council's website – [Click Here to View](#) Members were advised that voting on decisions would be taken via Microsoft Forms.

#### 1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors M.A. Adams and A. Leonard, together with Cabinet Members Councillor C. Morgan (Waste, Leisure and Green Spaces) and Councillor P. Leonard (Planning and Public Protection)

## **2. DECLARATIONS OF INTEREST**

There were no declarations of interest received at the commencement or during the course of the meeting.

## **3. MINUTES – 28TH JUNE 2022**

It was moved and seconded that the minutes of the meeting held on 28th June 2022 be approved as a correct record and by way of Microsoft Forms and verbal confirmation (and in noting there were 14 for, 0 against and 0 abstentions) this was unanimously agreed.

RESOLVED that the minutes of the Environment and Sustainability Scrutiny Committee held on 28th June 2022 (minute nos. 1 – 9) be approved as a correct record.

## **4. CALL-IN PROCEDURE**

There had been no matters referred to the Scrutiny Committee in accordance with the call-in procedure.

## **5. ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE FORWARD WORK PROGRAMME**

C. Forbes-Thompson (Scrutiny Manager) presented the report, which outlined details of the Environment and Sustainability Scrutiny Committee Forward Work Programme (FWP) for the period October 2022 to March 2023.

Members were asked to consider the FWP alongside the Cabinet work programme and suggest any changes prior to publication on the Council's website. The Scrutiny Committee noted the details of the reports scheduled for forthcoming meetings.

It was moved and seconded that the report recommendation be approved. By way of Microsoft Forms and verbal confirmation (and in noting there were 14 for, 0 against and 0 abstentions) this was unanimously agreed.

RESOLVED that the Forward Work Programme as appended to the meeting papers be published on the Council's website

## **6. CABINET REPORTS**

It was confirmed that there had been no requests for any of the Cabinet reports listed on the agenda to be brought forward for discussion at the meeting.

## **REPORTS OF OFFICERS**

Consideration was given to the following report.

## **7. PARKING FOR RESIDENT PERMIT HOLDERS**

The Cabinet Member for Highways and Transportation presented the report, which advised the Scrutiny Committee on the key issues associated with changing the existing residents' parking policy and implementing the physical changes to the restrictions on site and suggested steps to take this forward. The Scrutiny Committee were asked to offer their views and comments on the requested changes to the existing policy and consider the next steps if they were supportive of the changes.

Members were advised that the report had been prepared in response to requests received from Councillor D.T. Davies MBE and Councillor A. Hussey and endorsed by the Joint Scrutiny Committee (Environment and Sustainability and Housing and Regeneration) on 15th December 2020, for amendments to be considered to the parking restrictions in residential areas.

The report outlined the key issues associated with the changing of the existing residents' parking policy and implementing the physical change, changes on the restrictions on site and suggested steps in taking this forward. Members were referred to Appendix 1 of the report which listed the main elements of the current policy and the factors that needed to be taken into consideration when considering these changes.

It was noted that the specific changes requested by Councillor Davies and Councillor Hussey related to (a) extending the times of operation of the existing residents' parking scheme, which currently operates Monday to Saturdays 8:00 AM to 6:00 PM as the maximum restriction, and (b) replacing/amending existing limited waiting bays in those streets where resident parking is currently provided to allow resident permit holders to park.

A further recommendation was also endorsed by the Joint Scrutiny Committee that was presented in the report from the Car Parks Task and Finish Group; (c) that the criteria for residential parking permit areas is reviewed to offer a more flexible approach that takes into account areas outside of principal towns where customer parking to access local businesses impacts on residential areas.

It was noted that taking forward the changes under (a) and (c) would require the existing residents' parking policy to be amended, whereas (b) could be implemented through the normal traffic regulation order process, as the requested changes are not linked to any policy.

The Scrutiny Committee were reminded that the existing policy is quite involved and that Members should be mindful of the impact of any changes that are brought forward. Should the Committee wish to pursue the changes to the existing policy, Section 5.14.2 of the report recommended that a Task and Finish Group be established to identify the desired outcomes and enable the complexities and the implications of any proposed changes to a fully to be fully considered.

Members were advised that as part of the Task and Finish Group's remit, it is likely that a consultation exercise would be needed to be carried out with all eligible residents (approximately 1900 properties) within existing schemes to gauge views and inform decisions. It was noted that any policy changes that may be recommended by the Task and Finish Group would need to be reported to Cabinet following consideration by the Environment and Sustainability Scrutiny Committee.

The Scrutiny Committee discussed the report and a Member queried the impact of any parking overspill on nearby streets as a result of resident permit parking being implemented in certain streets, and also referred to larger commercial vehicles which take up additional space on residential streets and asked whether sites could be designated to provide a secure facility for the parking of larger vehicles overnight, to free up parking space for household vehicles. Additionally, the Member also referred to electric charging points and it was confirmed that this item could be placed on the Forward Work Programme for consideration at a future meeting.

Dean Smith (Principal Engineer - Traffic Management) responded to the queries relating to parking overspill and parking of larger commercial vehicles in permit areas. He explained that in cases where consideration is given to the introduction of a new area for resident permit parking, the Council will look at the streets on a zonal basis to assess any likely overspill into adjacent streets, and therefore such schemes are introduced on an area-wide basis incorporating multiple streets. In terms of parking of commercial vehicles on the highway, Mr Smith explained that vehicles over a certain size that have an operator's licence are required to park at specific premises and are not eligible for the residents' permit scheme, and confirmed that he would arrange to provide details of the vehicle size limitations to Members following the meetings. He confirmed that although there is a size restriction within the existing residents' parking policy the Authority have no control over vehicles under this size (such as transit-style vehicles) provided that they are fully taxed and insured to park on the street.

A Member referred to the assessment criteria for residential area permit requests as set out in Section 5.7 of the report, which stated that the expected displacement of parking to adjacent streets must be acceptable, and asked whether the Authority carries out a consultation to determine whether such displacement is acceptable. Mr Smith confirmed that any new scheme would be subject to consultation but emphasised that there are often distinct boundaries across the scheme, which varies across locations and would be subject to engagement with local members to gauge any feedback.

A Member highlighted a pressing issue in his ward where many residents have received parking tickets as a result of exceeding the one-hour limited waiting time in resident permit streets, and queried whether consideration could be given by Cabinet to extending this waiting period to lessen the financial burden for those residents who require extra parking time, particularly residents who have health or limited mobility issues or have to transport young children. Mr Smith confirmed that similar requests have been received elsewhere across the county borough, but that the limited waiting restrictions provided in the majority of streets were introduced many years ago, and although Officers are committed to addressing this issue, the Council only has a finite number of resources to deliver the extensive traffic regulation order programme.

Members were reminded that an update report on Civil Parking Enforcement was brought to the Environment and Sustainability Scrutiny Committee meeting in October 2019, during which the Committee endorsed the recommendations on how to prioritise requests for changes to parking-related traffic regulation orders, and that Phase 2 of this programme is currently ongoing and intended for completion by the end of the financial year. Phase 3 of the programme will then be addressed, which encompasses changes to residential parking and limited waiting areas. However, it was emphasised that whilst Officers want to progress Phase 3 as quickly as possible, there are issues around recruitment within the Traffic Management team, and realistically it will take some time to implement these changes.

The Member expressed his disappointment regarding the extended length of time needed to complete the work around the traffic regulation order programme and he also outlined



the frustration of residents in this regard. He asked if consideration could be given in the interim period to exploring experimental traffic regulation orders to lessen the financial burden on residents until the work is completed. Mr Smith acknowledged the Member's concern but reiterated that the Council need to be consistent with their enforcement approach and are not able to exercise any concessions in this regard. Mr Smith also emphasised the ongoing resource issues which is dictating the pace at which these schemes can be delivered.

Another Member acknowledged the recruitment issues being faced and asked when Phase 3 was likely to be implemented so that he could provide reassurance to his constituents. Mr Smith explained that it was difficult to provide an accurate timescale but that Phase 3 has been identified and it is intended to complete Phase 2 by the end of the financial year. However, Members were reminded that Phase 3 is a significant piece of work as it includes every residential parking area in the county borough, and the Traffic Management team are also experiencing other workload pressures in terms of delivering the 20mph speed limit initiative whilst facing recruitment difficulties across the team. However, Mr Smith gave assurances that the Traffic Management team would do everything they can to try and deliver these changes as quickly as possible.

A Member referred to the proposed Task and Finish Group to consider the complexities and implications of the changes to the residents' parking policy, and asked how the work of the Group would fit into the delivery of the programme that is due to be rolled out. Mr Smith explained that the impact of any changes will need to feed into the work of Phase 3 and so if the Task and Finish Group were minded, for example, to change the times of operation across the residents' parking scheme, then this would impact on traffic regulation orders and so it would be sensible to withhold any change to such orders until the Group have made their recommendations.

Clive Campbell (Transportation Engineering Manager) added to this response and emphasised that the outcome of any proposed changes may not be suitable for everyone and will involve balancing various demands. He also highlighted the complexity of the matters that Traffic Management have been asked to address, and explained that in some cases, these extend beyond traffic regulation orders and will require changes to the policy elements themselves, which therefore require a wider discussion with both Members and thereafter the general public to understand the constraints around policy and enforcement changes, together with the full implications of what can be achieved and the knock-on effects of any changes in order to inform any future decisions.

A Member queried the reasons behind the recruitment difficulties within the Traffic Management team. Mr Smith explained that earlier in the year, budget approval was granted for two additional full-time staff within the team to assist with the work around the traffic regulation order programme. Although the posts have been advertised three times, the Council have been unsuccessful in filling these posts to date, and alternative options are now being explored to find suitably qualified/ experienced staff.

Having offered their views and comments on the requested changes to the existing policy, it was moved and seconded that the recommendations as set out in the report, and with the inclusion of an additional Recommendation 3.5 (to establish a Task and Finish Group as outlined in Section 5.14.2 of the report), be supported. By way of Microsoft Forms and verbal confirmation (and in noting there were 13 for, 0 against and 0 abstentions) this was unanimously agreed.

The Environment and Sustainability Scrutiny Committee therefore **RECOMMENDED** that:-

- (i) a consultation exercise be carried out with all currently eligible residents (1844 properties) within existing schemes to gauge views and help formulate decisions, with the format of this consultation to be discussed and agreed with Members.
- (ii) the proposed change of policy be reported to Cabinet following Member feedback and consultation with residents and consideration by the Environment and Sustainability Scrutiny Committee.

In view of additional Recommendation 3.5, the Environment and Sustainability Scrutiny Committee also RESOLVED that a Task and Finish Group be established to fully consider the complexities and implications of any proposed changes to the existing Residents' Parking Policy.

The meeting closed at 6.03 p.m.

Approved as a correct record and subject to any amendments or corrections agreed and recorded in the minutes of the meeting held on 25th October 2022, they were signed by the Chair.

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CHAIR



## ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 25TH OCTOBER 2022

**SUBJECT: ENVIRONMENT AND SUSTAINABILITY SCRUTINY  
COMMITTEE FORWARD WORK PROGRAMME**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND  
CORPORATE SERVICES**

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### 1. PURPOSE OF REPORT

- 1.1 To report the Environment and Sustainability Scrutiny Committee Forward Work Programme.

### 2. SUMMARY

- 2.1 Forward Work Programmes are essential to ensure that Scrutiny Committee agendas reflect the strategic issues facing the Council and other priorities raised by Members, the public or stakeholder.

### 3. RECOMMENDATIONS

- 3.1 That Members consider any changes and agree the final forward work programme prior to publication.

### 4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To improve the operation of scrutiny.

### 5. THE REPORT

- 5.1 The Environment and Sustainability Scrutiny Committee forward work programme includes all reports that were identified at the scrutiny committee meeting on Thursday 6<sup>th</sup> October 2022. The work programme outlines the reports planned for the period October 2022 to March 2023.
- 5.2 The forward Work Programme is made up of reports identified by officers and members. Members are asked to consider the work programme alongside the

cabinet work programme and suggest any changes before it is published on the council website. Scrutiny committee will review this work programme at every meeting going forward alongside any changes to the cabinet work programme or report requests.

5.3 The Environment and Sustainability Scrutiny Committee Forward Work Programme is attached at Appendix 1, which presents the current status as at 17th October 2022. The Cabinet Work Programme is attached at Appendix 2. A copy of the prioritisation flowchart is attached at appendix 3 to assist the scrutiny committee to determine what items should be added to the forward work programme.

#### 5.4 **Conclusion**

The work programme is for consideration and amendment by the scrutiny committee prior to publication on the council website.

### 6. **ASSUMPTIONS**

6.1 No assumptions are necessary.

### 7. **SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

7.1 As this report is for information only an Integrated Impact Assessment is not necessary.

### 8. **FINANCIAL IMPLICATIONS**

8.1 There are no specific financial implications arising as a result of this report.

### 9. **PERSONNEL IMPLICATIONS**

9.1 There are no specific personnel implications arising as a result of this report.

### 10. **CONSULTATIONS**

10.1 There are no consultation responses that have not been included in this report.

### 11. **STATUTORY POWER**

11.1 The Local Government Act 2000.

Author: Mark Jacques, Scrutiny Officer jacqu@carphilly.gov.uk

Consultees: Mark S. Williams, Corporate Director for Economy and Environment  
Robert Tranter, Head of Legal Services/ Monitoring Officer  
Lisa Lane, Head of Democratic Services and Deputy Monitoring Officer,  
Legal Services  
Councillor Tudor Davies, Chair of Environment and Sustainability Scrutiny

Committee  
Councillor Adrian Hussey Vice Chair of Environment and Sustainability  
Scrutiny Committee

Appendices:

- Appendix 1 Environment & Sustainability Scrutiny Committee Forward Work Programme
- Appendix 2 Cabinet Forward Work Programme
- Appendix 3 Forward Work Programme Prioritisation Flowchart

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Forward Work Programme - Environment & Sustainability				
Date	Title	Key Issues	Author	Cabinet Member
25/10/2022 17:30	Green Infrastructure Strategy Progress Report	The GI Strategy has been put to good use and details of a number of Green Infrastructure enhancement projects will be provided.	Hartshorn, Robert;	Cllr. Pritchard, Jamie
25/10/2022 17:30	Street Lighting Review	Consideration of future options for street lighting in view of the declared climate emergency and rising energy prices.	Williams, Mark S;	Cllr. Simmonds, Julian;
25/10/2022 17:30	Section 6 Biodiversity and Resilience of Ecosystems Duty	To consider and approve a report on the actions taken to help maintain and enhance biodiversity prior to publication in accordance with the biodiversity duty under the Environment (Wales) Act 2016.	Hartshorn, Robert;	Cllr. Morgan, Chris;
25/10/2022 17:30	NOTICE OF MOTION – RE-EVALUATE THE CABINET DECISION OF THE 9TH FEBRUARY 2022 – B4251 YNYSDDU TO WYLLIE HIGHWAY IMPROVEMENT		Cllr. Reed, Janine;	Cllr. Simmonds, Julian;
06/12/2022 17:30	Play Sufficiency Strategy		Lougher, Jared;	Cllr. Morgan, Chris;
06/12/2022 17:30	Information Item - Environment & Economy 2022-23 P5 Budget Monitoring Report		Roberts, David;	Cllr. Stenner, Eluned;
07/02/2023 17:30	Information Item - Environment & Economy 2022-23 P7 Budget Monitoring Report		Roberts, David;	Cllr. Stenner, Eluned;
21/03/2023 17:30	Review of the Local Toilets Strategy	To seek Cabinet approval for the Council's updated Local Toilet Strategy following a review and public consultation.	Lloyd, Marcus;	Cllr. Morgan, Chris;
21/03/2023 17:30	Information Item - Environment & Economy 2022-23 P9 Budget Monitoring Report		Roberts, David;	Cllr. Stenner, Eluned;

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**Cabinet Forward Work Programme – 19th October 2022****APPENDIX 2**

<b>Date:</b>	<b>Report title:</b>	<b>Purpose of report:</b>	<b>Presenting officer:</b>	<b>Cabinet Member:</b>
19/10/2022 13:00	Workforce capacity and associated challenges	For members to consider the recruitment and retention challenges	Lynne Donovan	Cllr. Nigel George
19/10/2022 13:10	Bryn Community Engagement Proposal	To propose a terms of reference for a Community Group to be established.	Mark S Williams	Cllr. Philippa Leonard
19/10/2022 13:20	Regeneration Board - Project Proposals	To recommend the allocation of funding from the Regeneration Project Board Development Fund and Community Infrastructure Levy towards four recently endorsed and evaluated project proposals	Rhian Kyte	Cllr. James Pritchard
19/10/2022 13:30	Joint Mileage Protocol	To seek Cabinet agreement to adopt a Joint Mileage Protocol to introduce a measure that provides for a temporary increase in mileage reimbursement costs in the short term to address current market volatility in fuel rates	Lynne Donovan	Cllr. Nigel George
19/10/2022 13:40	Foundation Living Wage	To seek Cabinet agreement for additional funding to implement the Foundation Living Wage rate for 2022	Lynne Donovan	Cllr. Nigel George

**Cabinet Forward Work Programme – 19th October 2022**

Date:	Report title:	Purpose of report:	Presenting officer:	Cabinet Member:
19/10/2022 14:00	Annual Corporate Complaints Report	To provide Cabinet with an overview of the complaints dealt with under the Corporate Complaints policy for the period 1st April 2021 to 31st March 2022 together with the outcomes and lessons learned	Lisa Lane	Cllr. Nigel George
19/10/2022 14:10	Final report from the Task and Finish Group on Tackling Potential Mental Health Issues Post Pandemic	This report seeks to inform Members of the Social Services Scrutiny Committee of the findings of the task and finish group that was established to review how Caerphilly County Borough Council works with partners to tackle any potential mental health issues post-pandemic	Mark Jacques	Cllr. Elaine Forehead
02/11/2022 13:00	Meeting cancelled - no items scheduled			
16/11/2022 13:00	Street lighting	To review the current street lighting part night lighting policy in view of increasing carbon reduction targets and the declared climate emergency	Marcus Lloyd	Cllr. Julian Simmonds

**APPENDIX 2**

**Cabinet Forward Work Programme – 19th October 2022**

**APPENDIX 2**

<b>Date:</b>	<b>Report title:</b>	<b>Purpose of report:</b>	<b>Presenting officer:</b>	<b>Cabinet Member:</b>
16/11/2022 13:10	The Biodiversity and Resilience of Ecosystems Duty Ecosystem Resilience Duty	To consider and approve a report on the actions taken to help maintain and enhance biodiversity prior to publication in accordance with the biodiversity duty under the Environment (Wales) Act 2016	Rob Hartshorn/Philip Griffiths	Cllr. Chris Morgan
16/11/2022 13:20	Notice of Motion - Wyllye Bends	For Cabinet to consider the proposals put forward by Cllr. Janine Reed/Cllr. Jan Jones	Emma Sullivan	Cllr Janine Reed/Cllr. Jan Jones
30/11/2022 13:00	Electric Vehicle Update & Policies	For Cabinet to receive an update and consider the Electric Vehicle Policies	Paul Cooke	Cllr. James Pritchard
30/11/2022 13:10	Cyber Security Strategy	To recommend endorsement and implementation of the Strategy	Liz Lucas/Ian Evans	Cllr. Nigel George
30/11/2022 13:20	Programme for Procurement	To extend the Council’s existing Programme for Procurement, which is due to expire in May 2023 for a period of up to 12 months to consider and where applicable incorporate aspects of the UK Procurement Bill and Social Partnership & Public Procurement (Wales) Bill in the Council’s new Procurement Strategy (the new Procurement Strategy will replace the existing Programme for Procurement).	Liz Lucas/Ian Evans	Cllr. Nigel George
30/11/2022 13:30	Redevelopment of the former Ty Darran Care Home by Caerphilly Homes	For Cabinet to approve the contract, cost plan, procurement, design and environmental credentials of the scheme	Nick Taylor-Williams/Jane Roberts-Waite	Cllr. Shayne Cook

**Cabinet Forward Work Programme – 19th October 2022****APPENDIX 2**

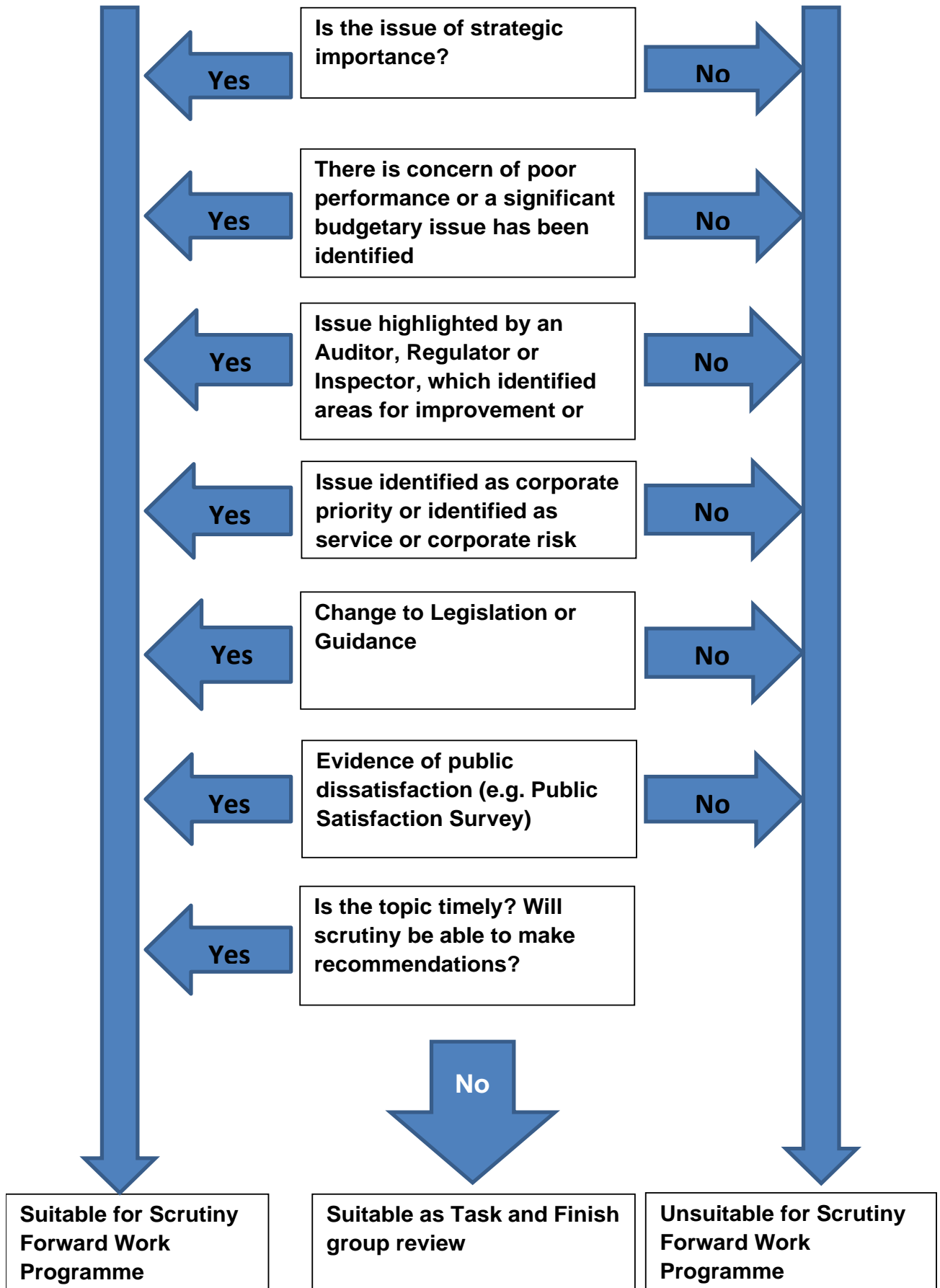
<b>Date:</b>	<b>Report title:</b>	<b>Purpose of report:</b>	<b>Presenting officer:</b>	<b>Cabinet Member:</b>
30/11/2022 13:40	Caerphilly Homes (Development) Forward Work Programme	To discuss the next set of sites that will be brought forward as part of the Caerphilly Homes development programme and Caerphilly Homes governance arrangements	Nick Taylor-Williams. Jane Roberts-Waite	Cllr. Shayne Cook
14/12/2022 13:00	Low Cost Home Ownership (Decision)	The LCHO (Low Cost Home Ownership) report will document the formulation, implementation and the publication of a new policy which governs the process by which the Council will sell homes to people living and/or working in the borough wanting to access homeownership but cannot afford to do so without some form of public subsidy	Nick Taylor-Williams/Jane Roberts-Waite	Cllr. Shayne Cook
14/12/2022 13:10	HRA Charges (Rent Increase) (Dec)	Members to agree the level of rent increase for council tenants effective from April 2023	Nick Taylor-Williams/Lesley Allen	Cllr. Shayne Cook
14/12/2022 13:20	Local Housing Market Assessment	The Delivery Plan sits underneath the Local housing Strategy which was approved in October 2021. It is designed to be a collaborative document that contains a number of key actions designed to take forward the objectives of the strategy.	Jane Roberts-Waite	Cllr. Shayne Cook

**Cabinet Forward Work Programme – 19th October 2022****Date:****Report title:****Purpose of report:****Presenting officer:****APPENDIX 2****Cabinet Member:**

<b>Date:</b>	<b>Report title:</b>	<b>Purpose of report:</b>	<b>Presenting officer:</b>	<b>Cabinet Member:</b>
14/12/2022 13:30	Updated Welsh Government Prospectus (Decision)	Cabinet are asked to approve the principle of residential development on identified sites (subject to viability) and acquisition policy, the principle of package deals and new governance arrangements to underpin the development programme.	Jane Roberts-Waite	Cllr. Shayne Cook
18/01/2023 13:00	23/24 Draft Budget MTFP	To present Cabinet with details of the draft budget proposals for the 2023/24 financial year and an updated MTFP, to allow for a period of consultation prior to final decision by Council on the 28th February 2023.	Stephen Harris	Cllr. Eluned Stenner
25/01/2022 13:00	Pontllanfraith Indoor Bowls	To provide an update on the management of the Islwyn Indoor Bowls Centre and to recommend a revised approach moving forward.	Mark S Williams	Cllr Chris Morgan/Cllr Nigel George

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### Scrutiny Committee Forward Work Programme Prioritisation



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## **ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 25<sup>TH</sup> OCTOBER 2022**

**SUBJECT: NOTICE OF MOTION – RE-EVALUATE THE CABINET  
DECISION OF THE 9<sup>TH</sup> FEBRUARY 2022 – B4251 YNYSDDU  
TO WYLLIE HIGHWAY IMPROVEMENT**

**REPORT BY: CORPORATE DIRECTOR EDUCATION AND CORPORATE  
SERVICES**

### **1. PURPOSE OF REPORT**

- 1.1 The Environment and Sustainability Scrutiny Committee is asked to consider the Notice of Motion as set out in paragraph 5.1 of the report and make an appropriate recommendation to Cabinet. In accordance with Rule 11(3) of the Constitution.

### **2. SUMMARY**

- 2.1 A Notice of Motion has been received from Councillors J. Reed and J. Jones and is supported by Councillors K. Etheridge, A. Farina-Childs, B Owen, and N. Dix.
- 2.2 The Notice of Motion meets the criteria set out in the Council's Constitution and in accordance with the Council's Rules of Procedure is now referred to the Environment and Sustainability Scrutiny Committee for consideration, prior to its consideration by Cabinet.

### **3. RECOMMENDATION**

- 3.1 The Environment and Sustainability Scrutiny Committee are asked to consider the Notice of Motion as outlined in paragraph 5.1 and make an appropriate recommendation to Cabinet.

### **4. REASONS FOR THE RECOMMENDATION**

- 4.1 In accordance with the Council's Constitution.

### **5. THE REPORT**

- 5.1 **Notice of Motion**

Councillors J. Reed and J. Jones in their notice of motion request that the Cabinet decision taken in on the 9<sup>th</sup> February 2022 in relation to the B4251 Ynysddu to Wyllie Highway Improvement be re-evaluated for the reasons detailed below: -

1. The Amey Consulting Safety Report was dated 18/03/2020 and did not go to the Council's Cabinet for approval.
2. The Amey report did not recommend any fencing but the Cabinet Report in February 2022, did recommend a chain link fence.
3. The report by Amey suggested remedies but Cabinet seemed to focus on a chain link fence, which was not recommended, and other safety features were ignored.
4. Cabinet voted for a concrete chain link fence, but that decision was overruled, without going back to Cabinet to authorise a different type of fence to the one voted on.
5. The Amey report recommended a re-assessment of night lighting, but this was not done. It was not mentioned in the Cabinet report.
6. The Amey report recommended solid line central reservation marks not to overtake on bends. Again, not mentioned in the Cabinet Report and we believe this to be a safety issue.
7. We believe the accidents statistics need to look at all accidents as potential serious accidents.
8. We believe there are other roads within Caerphilly Borough who have VRS barriers, and we wish to make a direct comparison as this is not being consistent and rational.
9. We feel that consistent meaningful consultation did not take place with the community and stakeholders.
10. We request that an independent re-evaluation of the safety of the Wyllie Bends be undertaken to address the points listed above.

5.2 Officers have provided the following information in relation to the Notice of Motion: -

An independent safety report was commissioned and was undertaken by AMEY consulting for the section of highway between Ynysddu and Switchgear following the fatal accident in October 2019. All the report recommendations have been considered and implemented as necessary following a review of the report findings. It should be noted that these are technical details that are dealt with by the relevant qualified technical officers and managers within the Highway service on a day to day basis.

The safety report recommended a number of interventions. All recommendations from the safety report were considered and implemented where necessary and the resultant actions are listed below:

- **Carriageway surface** – Generally in good condition. Two areas of depressions noted and **resurfacing works were undertaken in Sept 2020 to rectify these as recommended.**

- **Kerbing** – Varying upstands but the majority were in good condition. Some unevenness noted but kerbs still aligned which still delineate the edge of carriageway so is not considered a hazard. Some vegetation clearance was also required on a small 25m section **this was completed at that time**.
- **Road markings** – Gateway features, central hatching and bus stop markings were all in good condition and well maintained.
- **Road studs** – Installed throughout the national speed limit area were all in good condition. It was noted two number were missing **which were replaced following receipt of the safety report**.
- **Signage** - There are various road traffic signs throughout the study area. All signs and reflective bollards were in good condition. Routine cleaning and vegetation clearance was recommended. **This clearance was undertaken while additional recommended signage was installed in 2020 as recommended by the report**.
- **Street lighting** – Street lights were upgraded to LED's in 2019 and were all in good condition. This road has been subject to part night lighting between the hours of midnight and 5.30am since 2010. A review of the street lighting was suggested within the report. **An officer review was undertaken and as the speed limit was proposed to be reduced to 40mph as recommended within the report any alteration to the street lighting part night lighting regime was not deemed necessary. This road is similar to many other roads within the borough where part night lighting has operated since 2010.**
- **Carriageway falls and drainage** – As an existing aged road, drainage is likely to be substandard when compared to new guidance. However, a drainage survey was conducted on a wet day with intermittent rainfall during which the drainage appeared to be working as intended. There were several instances of minor ponding against the kerb line, but no major areas extending across the running lanes. Two gullies appeared to be blocked and **routine maintenance addressed these concerns at that time**.
- **Bus stops** – Bus stops are located at the most appropriate locations along the road length, however, there are some issues whereby cars have to overtake stationary buses if they stop for passengers. **The reduction of the speed limit to 40mph has reduced the risk associated with this activity and it is no different to the multitude of other bus stops around the borough and country.**
- **Existing safety fence (VRS)** – There is approximately 20m of safety fence on the south bound approach to the river bridge. The end terminal does not comply with current standards. **As the speed of the road was reduced to 40mph the end terminal requirement meets the required standards for a road with this speed limit.**

In addition to the above a chain link boundary fence was also installed following consultation undertaken by senior officers with the local members along with the family of the female who unfortunately passed away. Due to a material supply issues

an officer delegated decision was taken in consultation with the Cabinet Member to change the posts from concrete to metal. This change was in line with highway design standards and is an approved material for such highway boundary fences. The safety report also made reference to a review of street lighting should the speed limit remain unchanged. The speed limit was reduced to 40mph as recommended within the report. Given the decision to reduce the speed limit to 40mph there was further discussion at senior officer level on whether permanent street lighting should be considered, however, this was not supported as a review of police accident reports did not identify that the lack of street lighting had any direct influence on the accidents that have occurred on this road. Most of the accidents have occurred either during daylight hours or whilst the street lighting has been switched on. Highway design standards do not specify the need for streetlighting on 40 mph roads.

In terms of the categorisation and reporting of accidents, all personal injury accident reports are received via the police. The categorisation of accidents is not a CCBC protocol but is instead a national standard that the authority cannot change. Between 2014 and the undertaking of the safety review (March 2020) there had been 9 reportable accidents on this section of highway which is in excess of one mile in length. All details of previous reportable accidents were made available to the safety consultant. There were no cluster sites on this stretch of road that were identified as the accidents on this road have occurred at various sections of the highway and at various times of day and night (mainly during daylight or street lighting operational hours). There appears to be no correlation between the accidents that have occurred on this section of highway.

The road also has a central hatched area, which serves to deter overtaking, increase separation of opposing traffic flows and reduce lane widths. This is a standard highway specification detail and considered appropriate for this section of highway. Every road within Caerphilly is different and constructed at different times when highway standards were possibly not in place. The safety report stated that:

***“The stretch of road within the study area is a well-established route, it is not expected to conform to current standards. Motorists are obligated to “take the road as they find it”, which means they should drive at an appropriate speed for the conditions. However, motorists may differ significantly in their interpretation of the conditions”.***

Following review of the safety report the most beneficial intervention identified was to reduce the speed limit of the road to 40mph as recommended by the safety consultant. Comparisons to other roads are not meaningful as each has its own unique characteristics that need consideration. The authority also has a Vehicle Restraint Policy which is used to determine if a Vehicle Restraint System (VRS) is required. The Provision of Road Restraint Systems on Local Authority Roads (PRRSLA) offers appropriate guidance to Local Authorities on the provision of Road Restraint Systems and this did not recommend a VRS as it only scored as a medium priority as detailed within the cabinet report.

The safety report further highlights that:

***“In the PRRSLA guidance the installation of VRS can itself cause a hazard; this is because it is designed and tested to be impacted at a certain angle at a certain speed. The use on particularly tight radii can cause the impact angle to be far too steep which will then become a hazard in itself to the occupier of an errant vehicle.”***

This is a very relevant comment as this road comprises a number of tight radii bends. It is clear from the safety report that the most beneficial intervention was to reduce the speed to 40mph. This was actioned in 2020 along with the other interventions highlighted above as recommended by the independent safety report.

## **6. ASSUMPTIONS**

- 6.1 As a notice of motion is a procedural matter and must be dealt with in accordance with Council's Constitution, no assumptions have been made.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 This report does not require an Integrated Impact Assessment as it relates to a procedural matter under the Councils Constitution.
- 7.2 The procedural rules regarding a Notice of Motion are contained within Council's Constitution as adopted in May 2002. The Council's Constitution sets out the framework for the decision-making roles and responsibilities.
- 7.3 However the outcome of the Notice of Motion and any subsequent reports arising from it may require an Integrated Impact Assessment.

## **8. FINANCIAL IMPLICATIONS**

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

## **9. PERSONNEL IMPLICATIONS**

- 9.1 There are no personnel implications associated with this report.

## **10. CONSULTATIONS**

- 10.1 There has been no consultation undertaken.

## **11. STATUTORY POWER**

- 11.1 Local Government Act 2000

Author: Emma Sullivan (Senior Committee Services Officer)

Appendices: Appendix 1 Signed copy of Notice of Motion.

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**NOTICE OF MOTION – RE-EVALUATE THE CABINET DECISION OF THE 9<sup>TH</sup>  
FEBRUARY 2022 – B4251 YNYSDDU TO WYLLIE HIGHWAY IMPROVEMENT**

To consider the undersigned Notice of Motion standing in the name of County Borough Councillors J. Reed and J. Jones and supported by the Members listed.

The Motion requests that the Cabinet decision taken in on the 9<sup>th</sup> February 2022 in relation to the B4251 Ynysddu to Wyllie Highway Improvement be re-evaluated for the reasons detailed below: -

1. The Amey Consulting Safety Report was dated 18/03/2020 and did not go to the Council's Cabinet for approval.
2. The Amey report did not recommend any fencing but the Cabinet Report in February 2022, did recommend a chain link fence.
3. The report by Amey suggested remedies but Cabinet seemed to focus on a chain link fence, which was not recommended, and other safety features were ignored.
4. Cabinet voted for a concrete chain link fence, but that decision was overruled, without going back to Cabinet to authorise a different type of fence to the one voted on.
5. The Amey report recommended a re-assessment of night lighting, but this was not done. It was not mentioned in the Cabinet report.
6. The Amey report recommended solid line central reservation marks not to overtake on bends. Again, not mentioned in the Cabinet Report and we believe this to be a safety issue.
7. We believe the accidents statistics need to look at all accidents as potential serious accidents.
8. We believe there are other roads within Caerphilly Borough who have VRS barriers, and we wish to make a direct comparison as this is not being consistent and rational.
9. We feel that consistent meaningful consultation did not take place with the community and stakeholders.
10. We request that an independent re-evaluation of the safety of the Wyllie Bends be undertaken to address the points listed above.



Signed: Councillor J. Reed



Councillor J. Jones

Supported by: Councillors N. Dix, K. Etheridge, A. Farina-Childs and B. Owen.

Link to the Cabinet Report: - [B4251 Ynysddu To Wyllie Highway Improvement.pdf](#)  
([caerphilly.gov.uk](#))





## **ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 25TH OCTOBER 2022**

**SUBJECT: IMPLEMENTATION OF GREEN INFRASTRUCTURE  
STRATEGY – PROGRESS REPORT**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND  
ENVIRONMENT**

### **1. PURPOSE OF REPORT**

- 1.1 To update members on the implementation of the Green Infrastructure Strategy following its adoption in November 2020.

### **2. SUMMARY**

- 2.1 Significant progress has been made in the delivery and implementation of the Green Infrastructure Strategy adopted some two years ago. However further work is required in order to integrate this important strategy into other services of the organisation over and above that of the Green Space Strategy Team. Further work is therefore required to develop, prepare and implement a 5-year integrated action plan originally outlined in the initial Cabinet report in 2020 whereby local priorities and projects are identified.
- 2.2 The importance of the implementation of the Green Infrastructure Strategy at this strategic level will continue throughout the plan period for the 2<sup>nd</sup> Replacement County Borough Local Development Plan (2RLDP) and this presents an opportunity to protect and enhance the environment throughout the County Borough up to 2035.
- 2.3 The Green Infrastructure Strategy has been utilised in securing strategic grant funding and will continue to do so for a number of years. Green Infrastructure funding at both the local level as well as for collaborative regional projects is an important output of this long-term natural resource management strategy.

### **3. RECOMMENDATIONS**

- 3.1 Members are asked to note the contents of this report.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 To provide members with a detailed update since the formal adoption of the Green Infrastructure Strategy in November 2020.

## 5. THE REPORT

- 5.1 TACP Environmental Consultants were appointed by Caerphilly County Borough Council to prepare a Green Infrastructure (GI) Strategy for its administrative area, which was presented and subsequently adopted by Cabinet on the 25<sup>th</sup> of November 2020 as the core Green Space Development and Management tool for the Authority.

- 5.2 The Vision for the Green Infrastructure Strategy reflects the success over the last 20 years of the implementation and development of the Countryside Strategy which is reflected in the vision for the Strategy as follows:

*‘Caerphilly will be a green and healthy place to live with an established, multi-functional green infrastructure of high-quality spaces interlinked by a network of corridors that benefit both people and nature.’*

The strategy aims to deliver the following in order to achieve its vision:

*The planning and management of the green infrastructure network is based upon sustainable principles that reflect the diversity of the County Borough’s landscape, heritage and biodiversity resource, all working within a thriving economy. These will ensure resilience is built into the strategy which will assist in tackling climate change.*

*Caerphilly’s green infrastructure provides enjoyment, relaxation, inspiration and wellbeing for local people and visitors. This enhances a distinct local identity and resulting sense of place and an expression of the cultural heritage of the area.*

- 5.3 The extent and component elements of GI are wide ranging and often include water features, sometimes referred to as Blue Infrastructure, and for the purposes of the Caerphilly Strategy are included within the GI definition. Planning Policy Wales (PPW) Edition 11 broadly explain the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. The component elements of GI can function at different scales. For instance, at a landscape scale GI can comprise entire ecosystems such as wetlands, waterways and forests. At a more local scale, it might comprise parks, fields, public rights of way, allotments and cemeteries. Small scale individual elements such as street trees, hedgerows, roadside verges, and green roofs all contribute to GI networks.
- 5.4 A key feature of GI is its multi-functional character and the capacity to provide several functions at the same time, thus offering multiple benefits for social, economic as well as environmental resilience. It touches most elements of daily life and is essential to the functioning of society. These results give benefits to wellbeing, including flood management, water purification, improved air quality, reduced noise pollution, local climate moderation, climate changes and food production.
- 5.5 Three data sets have been utilised to map the Green Infrastructure throughout the County borough and this in turn has been broken down into five Primary landscape types, these being Parks and Gardens (1.6%), Amenity Space (8.7%), Natural and Semi Natural Green Spaces (39%), Green Corridors (1.5%) and Other (38%), this latter typology including farms. Each of these primary landscapes includes a range of secondary typologies relating to the landscape types and covers some 89% of the area of the County Borough. There are some 38 of these secondary typologies each

allocated to within one of the primary landscape types. Only 3 of these 38 secondary typologies cover more than 10% of the County Borough, woodland and scrub 18%, grassland 15% and farms 34%. The identification of these secondary typologies concludes the first stage of the Strategy. Having identified the above typologies, the GI Strategy moves on to consider four further stages, outlined below, which are the dynamic components of the Strategy.

Stage 2 - score functions for importance: This is the relative importance of each function to CCBC. These numerical scores, ranging 1 - 5 reflect the policy context with those delivering national policy scoring highest, a score of 5 and those of little importance a score of 1.

Stage 3 - score secondary typologies for their performance of function: This scores each secondary typology according to the extent to which it provides each function.

Stage 4 - review of value scores: The value of each secondary typology considering the importance of provision and function.

Stage 5 - review need for enhancement scores: The need for enhancement of each secondary typology considering the importance of function.

- 5.6 The Datasets utilised as part of the GI Strategy have been transferred to a base map and show the relative importance of each parcel of land and demonstrate and/or present the best opportunities for enhancement. The mapping is used as the planning basis allowing for specific prioritisation of resources and targeting areas where the restoration, maintenance, creation, enhancement or connection of green space(s) and/or habitats will deliver the most benefits. This in particular is applicable to new developments and the place making process.
- 5.7 The importance of and inter relatedness of GI has become increasingly recognised and this is reflected in various recent legislative requirements including the Environment Act 2016, which provides a strong driver for the delivery of Multi-Functional GI. Its provision can make a significant contribution to the sustainable management of natural resources, in particular to maintaining and enhancing biodiversity and the resilience of ecosystems. Thus, GI is an important tool for local authorities to deliver their Section 6 Biodiversity duty under the Environment Act 2016. PPW 11 sets out the need to address GI functions within the planning process and the Future Wales 2040 Development Framework again identifies GI as a core policy consideration. The legislation aims to fully integrate GI and its functions into decision making processes with the objective of protecting the environment.
- 5.8 The Strategy was not developed in isolation and provides a good fit with other developing environmental strategies of neighbouring authorities and other public sector bodies, most notably Natural Resources Wales (NRW) and the Area Statements. Additional work has been completed by working in collaboration at a regional level with Torfaen County Borough Council, Blaenau Gwent County Borough Council, Newport City Council and Monmouthshire County Council as well as NRW in the delivery of the Gwent Green Grid Partnership, the Area Statement process and the emerging Regional Green Infrastructure Strategy.
- 5.9 The Green Infrastructure Strategy and its respective data sets and mapping have proved to be an invaluable resource for officers within the Green Space Strategy Team during the initial stages of the 2RLDP plan preparation process, in particular the assessment of Candidate Sites put forward for Development, which has allowed

officers to assess the environmental impact of potential new developments on a site-by-site basis. The importance of the implementation of the GI Strategy at this strategic level will continue throughout the plan preparation process and presents an opportunity to protect and enhance the environment throughout the County Borough for the plan period which is some 15 years. The creation of new GI, particularly on the urban fringe where there is considerable pressure on existing GI resources and where its benefits could be extended to a wider section of the community are identifiable through the Strategy in terms of location and type of desired improvement.

- 5.10 As part of the original Scrutiny and Cabinet Reporting process it was identified that officers would prepare a 5-year Integrated Action Plan (IAP) which would identify local priorities and implementation projects. Progress has been made through the delivery of the Gwent Green Grid Partnership (GGGP) and the emerging Regional Green Infrastructure Strategy. Further work is required to complete action plan and integrate it with other services across the organisation. Such works include analysing the relevant identified datasets that accompany NRW's South East Area Statement, the emerging Regional Green Infrastructure Strategy and the adopted GI Strategy for the County Borough and setting priorities for the next 5 years. The development of the IAP will be completed during this financial year.
- 5.11 The GI Strategy has been put to good use in the preparation and delivery of Collaborative Strategic Grant applications, namely Welsh Government's Enabling Natural Resources and Well-Being Grant scheme, and the delivery of both the Resilient Greater Gwent scheme and the GGGP. These schemes combined have allowed Caerphilly CBC to collaboratively deliver at a regional scale: Green Infrastructure Enhancement Projects including contributing to the Regional Green Infrastructure Strategy, Access Projects including Regional Access Strategy, Biodiversity Enhancement Projects such as 'Nature isn't Neat' and Urban Biodiversity, Invasive Non-Native Species Management, the preparation of the Gwent Nature Recovery Action Plan, Strategic Tree Planting and River Corridor and Riparian Habitat Enhancement along the Ebbw, Rhymney and Sirhowy rivers. CCBC's involvement in projects such as these demonstrates the value to enhancing GI at local level whilst also contributing to regional multiple benefits.
- 5.12 The datasets and GI Strategy have been an important tool in targeting areas whereby GI enhancements will link high quality green spaces and assets and subsequently provide the most significant multiple GI benefits. It has been important in the identification of green corridors and linkages, which benefit both wildlife and people.

Examples of Green Infrastructure Projects Implemented:

- 5.13 As mentioned previously in this report, Green Infrastructure is multi-functional in character and has the capacity to provide several functions at the same time thus offering multiple benefits whilst undertaking enhancement projects. There are nine functions identified, and it is these functions that form the basis of the development of the Strategy and are illustrated pictorially within the scoring tables throughout. These functions are: Biodiversity, Access, Water Management, Tourism, Community, Regeneration, Health and Wellbeing, Education and Landscape Amenity.
- 5.14 The table below outlines several examples of Green Infrastructure enhancement projects undertaken since November 2020, and identifies the multiple Green Infrastructure Functions and Multiple Benefits they have delivered or have the potential to deliver against in the medium and long term.

Project	Description	GI Function/Multiple Benefits
Community Tree Planting	<p>Strategic tree planting undertaken at Ynys Hywel Farm adjacent that to links to Sirhowy Valley Country Park delivering a significant wildlife corridor between the Graig Goch Local Nature Reserve (LNR), NRW woodland and the River Sirhowy.</p> <p>A dedicated volunteer field was planted with some 4,500 trees by a range of volunteers throughout a week in March. Working in partnership with GAVO, Groundwork Wales, Keep Wales Tidy and NRW. The strategic tree planting scheme has provided benefits to mental and physical health and wellbeing during the implementation with future benefits occurring in the medium and long term by providing a space for volunteers, residents and visitors to visit in the future and relax and enjoy the future woodland.</p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Water Management</li> <li>• Community</li> <li>• Health and Wellbeing</li> <li>• Education</li> <li>• Landscape Amenity</li> </ul>
River Corridor and Riparian Habitat Enhancement	<p>Working with partners as part of the Resilient Greater Gwent Grant scheme and undertaking Nature Recovery Projects along our three key rivers, the Rhymney, Sirhowy and Ebbw. Organising contractors to undertake river clean ups at problematic areas and installing wagtail, dipper and otter boxes along our river corridors and thereby enhancing existing strategic wildlife corridors that run through the county borough.</p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Water Management</li> <li>• Health and Wellbeing</li> <li>• Education</li> <li>• Landscape Amenity</li> </ul>
Linear Management	<p>Trialled changing the management of cycleway verges along the Upper Sirhowy Valley Cycleway in 2020-21, which continued in 2022-23. This included increasing the width of the verge through flail cutting of persistent vegetation and scrub, to allow sowing of native seed mix in the future. With the scrub removed it allows the ability to cut and collect the arisings in future years to establish healthy wildflower habitat along the edges of the cycle way and expand to all cycleways that run through our Country Parks and the County Borough. This will allow access routes which link communities to also link pockets of habitat and create new wildlife corridors.</p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Access</li> <li>• Tourism</li> <li>• Community</li> <li>• Regeneration</li> <li>• Health and Wellbeing</li> <li>• Landscape Amenity</li> </ul>
Maesycwmmmer Strategic	<p>Officers within the Green Space Strategy team have worked closely with the</p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Access</li> </ul>

Candidate Site (Replacement LDP)	<p>Planning Policy officers in the potential allocation of a strategic site as part of the 2RLDP process at Maesycwmmer. The use of the Green Infrastructure Strategy has allowed officers to analyse the Green Infrastructure Map produced by the developers that promoted the Strategic Candidate site and identify existing GI assets worthy of protection and areas whereby enhancements would provide the most benefits in the short, medium and long term. This example demonstrates the strategic nature of the GI strategy and the potential it has for the preparation of land management and/or land use policy throughout the County Borough, particularly as part of the 2RLDP plan preparation process.</p>	<ul style="list-style-type: none"> <li>• Water Management</li> <li>• Tourism</li> <li>• Community</li> <li>• Regeneration</li> <li>• Health and Wellbeing</li> <li>• Education</li> <li>• Landscape Amenity</li> </ul>
Plant a Patch for Pollinators	<p>The Countryside team launched a promotional campaign during Mental Health Awareness week in 2021 to reconnect residents, businesses, and schools to nature by growing a wildflower patch and creating small patches of meadows to provide patches of nectar and pollen rich native wildflowers for pollinators. The packs included native wildflower seeds, a sowing and aftercare guidance sheet, pollinator identification sheets and a local record centre recording sheet. Participants were asked to provide photos of before, during and after, as well as updates on what their patch has attracted, how it is growing and to record the species found and to share their encounters with us. This project was suitable for everyone as participants could create a patch in their garden or even a small pot on a patio with 429 Plant a Patch packs being issued.</p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Community</li> <li>• Regeneration</li> <li>• Health and Wellbeing</li> <li>• Education</li> <li>• Landscape Amenity</li> </ul>
Hedgehog Highway	<p>The Countryside team launched a hedgehog highway campaign in the Summer of 2022 with the aim to create accessible highways within the borough for hedgehogs. 150 packs were available with significant interest and take up from residents of the Borough. Each pack included a hedgehog fence plaque to surround the hole in fences for hedgehogs to access, a hedgehog survey tunnel and an identification guide for footprints. This created new wildlife corridors and created new links to existing wildlife corridors. This project will also benefit other species as a</p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Community</li> <li>• Health and Wellbeing</li> <li>• Education</li> </ul>

	consequence of wildlife corridor enhancement and creation.	
Community Hedgerow Creation and Restoration	The Countryside Ranger Service worked with local schools (St Cenydd School, Heol Ddu, Ysgol Gyfun Cwm Rhymni – Caerphilly Site, Lewis School Pengam) to create 430m of new hedgerows within their own grounds, which targeted areas that connected isolated pockets of habitat that created extra green corridors for wildlife. It also provided new opportunities for schools and pupils to enhance their local environment by planting circa 3,500 hedgerow plants and community benefit as well as benefits physical and mental health and well-being.	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Water Management</li> <li>• Community</li> <li>• Health and Wellbeing</li> <li>• Education</li> <li>• Landscape Amenity</li> </ul>
Nature Isn't Neat	Nature Isn't Neat is working towards establishing a joined-up approach to the management of green spaces, to create wildflower-rich pollinator habitats across 5 local authority areas through the Gwent Green Grid Partnership. Officers have engaged with local communities across South-East Wales, however Bargoed has been a focus for the Caerphilly area, raising awareness of pollinator decline and encouraging community ownership and empowerment to deliver actions that will help them recover. Changes to help keep flowering species alive for longer, not only provide food and habitats for the pollinators and other species, but also increases water absorption, provides Carbon sequestration, and improves the health of the soil. Research suggests that creating environments which support a wider range of wildlife, benefits people's health and mental wellbeing, while encouraging them to slow down and enjoy watching flowers, insects and other wildlife.	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Community</li> <li>• Health and Wellbeing</li> <li>• Education</li> <li>• Landscape Amenity</li> </ul>

5.15 The list of projects provides an example of GI enhancement projects but does not form an exhaustive list of all projects which have delivered Multiple GI Functions throughout the 2 years since adoption. The identified projects also demonstrate that however strategic, large or small projects can deliver significant multiple benefits in the short, medium and long term.

5.16 **Conclusion**

Significant progress has been made in the delivery and implementation of the Green Infrastructure strategy adopted some two years ago. However further work is required in order to integrate this important strategy into other services of the organisation over and above that of the Green Space Strategy Team. Officers will

continue to work towards the development of an Integrated Action Plan which will identify local priorities and cover a period of 5 years from its preparation and adoption.

- 5.17 The importance of the implementation of the GI Strategy at this strategic level will continue throughout the 2RLDP plan preparation process and presents an opportunity to protect and enhance the environment throughout the County Borough for the plan period which is some 15 years.
- 5.18 The GI Strategy has been utilised in securing strategic grant funding and will continue to do so for a number of years. GI funding at both the local level as well as for collaborative regional projects is an important output of this long-term natural resource management strategy.
- 5.19 In the two years since adoption, the GI Strategy has operated and demonstrated its importance at a variety of levels from the strategic level in the contribution it has made to the 2RLDP and the emerging Regional Green Infrastructure Strategy and contribution to NRW's Area Statement process down to the implementation of projects at a local level.

## **6. ASSUMPTIONS**

- 6.1 No assumptions have been made in this report.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 An Integrated Impact Assessment has not been carried out as this report is for information only.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 There are no financial implications arising as a result of this report. There are however potential implications regarding implementation of some land management elements which would vary from individual action, some possibly incurring costs whilst others save.

## **9. PERSONNEL IMPLICATIONS**

- 9.1 There are no personnel implications arising as a result of this report.

## **10. CONSULTATIONS**

- 10.1 All comments received from consultees have been incorporated into the report.

## **11. STATUTORY POWER**

- 11.1 None



Author: Dewi Thomas – Planning Officer Countryside and Landscape Services

Consultees: Cllr Chris Morgan, Cabinet Member for Waste, Leisure and Green Spaces  
Cllr Tudor Davies, Chair of Environment and Sustainability Scrutiny Committee  
Cllr Adrian Hussey, Vice Chair of Environment and Sustainability Scrutiny Committee  
Mark S Williams, Corporate Director for Economy and Environment  
Rob Hartshorn, Head of Public Protection, Community and Leisure Services  
Christina Harrhy, Chief Executive  
Robert Tranter, Head of Legal Services and Monitoring Officer  
Stephen Harris, Head of Financial Services and S151 Officer  
Lynne Donovan, Head of People Services  
Philip Griffiths, Green Space Strategy and Cemeteries Manager  
Rhian Kyte, Head of Regeneration and Planning  
Margaret Iles, Ecologist  
Mike Headington, Green Spaces and Transport Services Manager  
Jonathan Davies, Parks and Countryside Operations  
Anwen Cullinane, Senior Policy Officer

Background Papers:

[Link to Cabinet Report 25<sup>th</sup> November 2020 “Caerphilly Green Infrastructure Strategy](#)

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## ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 25TH OCTOBER 2022

**SUBJECT: STREET LIGHTING REVIEW**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT**

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### 1. PURPOSE OF REPORT

- 1.1 To update the Scrutiny Committee on a high level review of street lighting undertaken in lieu of the employment of LED and Part Night Lighting which was fully introduced across the County Borough in February 2021 and the Climate Emergency that has been declared by the Council.
- 1.2 To seek the Scrutiny Committee views on the officer recommendations prior to consideration of the review by Cabinet.

### 2. SUMMARY

- 2.1 To meet the challenges of carbon reduction commitments and rising energy costs in May 2018, the Regeneration & Environment Scrutiny Committee recommended a programme to Cabinet for the installation of LED lighting and implementation of a part night-lighting (PNL) strategy. This programme was subsequently agreed by Cabinet and was rolled out across the County Borough over a 20 month period between April 2019 and February 2021. The system has been operational since with full LED infrastructure and PNL between the hours of midnight and 5.30am.
- 2.2 The Council has declared a climate emergency, so the reduction in carbon emissions is a commitment to the prevention of the long-term threat of climate change to which energy reduction plays a key role. Whilst other activities affect climate change more than lighting, it is still a very strong contribution from a single industry sector. Experts agree that we will not meet our goals for mitigating climate change without reducing the amount of Carbon being emitted into the atmosphere. Something must be done to restore the resilience of our planet to off-set the changes in our environment.
- 2.3 In addition to the experiences of climate change which are now evident across the world, Caerphilly County Borough Council's resources are inevitably finite both operationally and financially. This, combined with rising energy costs reinforced the need for a proportionate response in terms of street lighting service provision.
- 2.4 The strategy that was supported by Scrutiny and Cabinet has resulted in carbon

savings of circa 2836 tonnes per annum as well as significant financial/future cost avoidance savings which are outlined in the Financial Implications at section 8 below.

- 2.5 The highways infrastructure provides local access to all road users be that for education, leisure, business or wider authority and regional connectivity. It shapes the character of an area adding to the social, well-being and quality of life in a community.
- 2.6 The total number of street lights across the Authority has increased over the last 5 years and now stands at 27,373. This increase in the street lighting asset has coincided with a period of MTFP savings, increasing energy costs and the very real threat of climate change being felt by our communities.
- 2.7 Following the implementation of the LED and Part Night Lighting Policy approved in 2018, CCBC has 22,344 street lights that are switched off at midnight for five and a half hours, 2684 illuminated signs and 711 flexible bollards. Signs continue to remain lit through all hours of darkness and bollards are no longer illuminated.
- 2.8 This report sets out the parameters of a high level review undertaken by officers which considered a number of alternative options and examined the resultant carbon and financials of each.

### **3. RECOMMENDATIONS**

Members of the scrutiny committee are asked to consider the officer recommendations below and offer their views on this and any alternative approaches they wish to be considered by the Cabinet.

Officer recommendations are that: -

- 3.1 The existing street lighting policy is maintained.
- 3.2 Officers continue to work with their colleagues in Gwent Police in accordance with the existing, agreed protocol relating to crime.
- 3.3 Issues relating to fear of crime are recognised by the Authority and where these issues are considered to be serious, taking account of the vulnerability of the complainant then an individual response is offered through the Community Safety Partnership which will include a number of wider interventions, such as security advice and guidance.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 To ensure the Council continues to reduce its impact on the climate through maintaining its commitment to reduce carbon emissions.
- 4.2 To ensure the impacts of rising energy costs are managed effectively as part of the overall financial strategy for the Authority.

### **5. THE REPORT**

- 5.1 To meet the challenges of Carbon reduction commitments and rising energy costs

within Highways street-lighting, the Regeneration & Environment Scrutiny Committee and Cabinet endorsed a programme to implement LED installation and part night lighting between the hours of midnight and 5.30am, to all lighting, except at junctions and in major town centres. This followed on from a 2010 initiative where the street lights on inter-urban routes connecting towns and villages were previously altered to part-night lighting from midnight to 5.30am. This inter-urban routes PNL initiative therefore operated seamlessly for a period of 10 years prior to the latest LED/PNL initiative.

5.2 In late 2021/22 the then Leader of Council gave a commitment that the street lighting strategy would be reviewed after the revised service had been operational for at least 12 months.

5.3 In undertaking any review, the following factors have been taken into consideration:-

- National data & reports on the links between removal of night lighting and crime.
- Complaints data.
- Gwent Police crime data and outcomes of regular meetings between Gwent Police and Highways Infrastructure staff.
- Data on joint work with Gwent Police in relation to the restoration of street lighting to support CCTV roll-out or temporary investigations of crime.
- Carbon & financial savings data for various alternative delivery options.

5.4 It is also important for the Scrutiny Committee to note that even though the Authority purchases all of its energy from renewable sources, carbon savings can only be accounted for against the Authority's Carbon reduction targets when there is an actual saving made (in street lighting terms the combination of LED and PNL has achieved this). Removing PNL would therefore result in additional carbon being emitted and would be detrimental to the Authority's carbon targets.

### 5.5 **Complaints**

In undertaking any review the number of "complaints" received by the Authority needs to be taken into consideration.

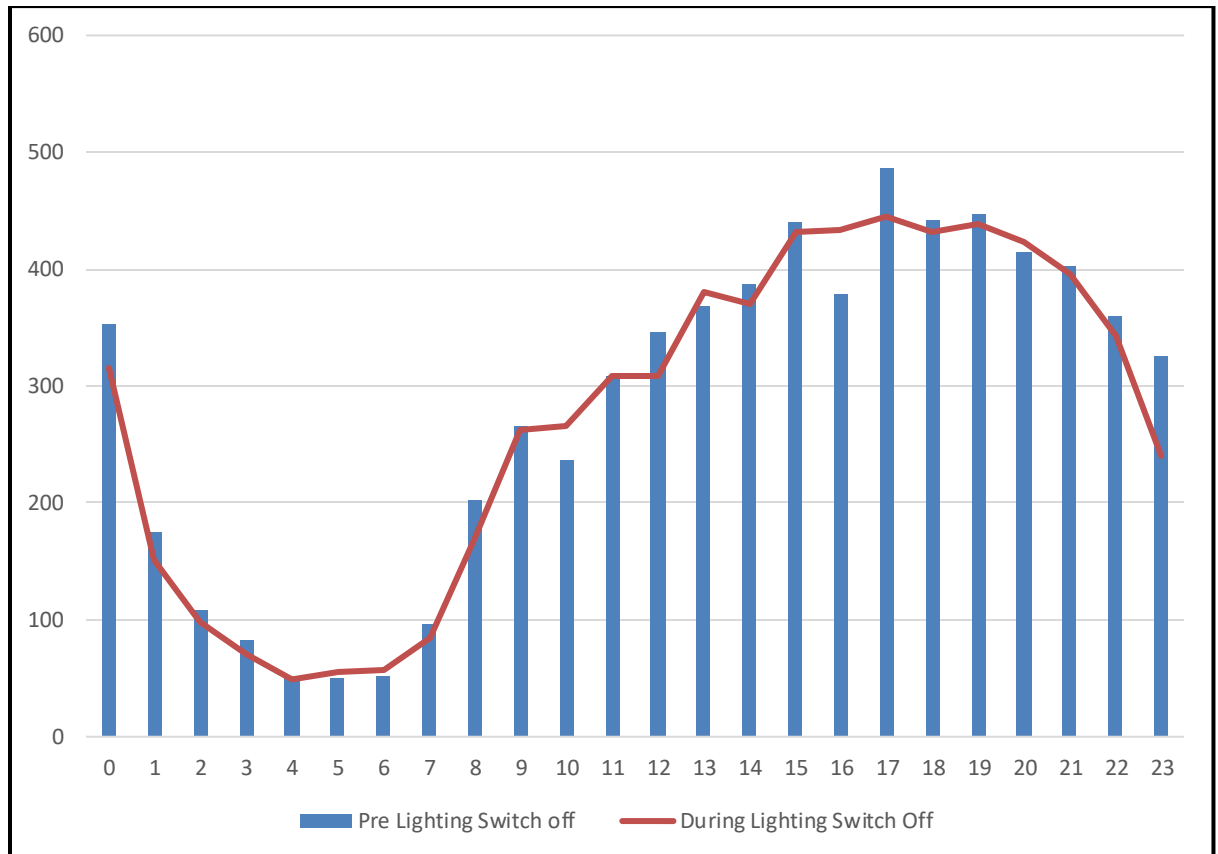
Following the implementation of the change to LED street lights and the reduction in street lighting operating hours policy, a total of 316 complaints from CCBC residents have been received (this equates to 0.18% of residents) and are itemised below:

- 147 directly against the policy.
- 86 that the LED lighting is over bright.
- 56 that the LED lighting does not provide enough illumination
- 22 that the times of operation are problematic and
- 5 following last years well publicised attack on Sarah Everard.

5.6 Scheduled meetings are in place between Highways Managers and Senior officers from Heddlu Gwent Police to review crime statistics for the hours of reduced street lighting operation. These meetings provide an effective collaboration method where the police can request temporary night time switch on where crime investigations are underway (a recent example has been the Pengam ward where a hate crime investigation was underway) or where new CCTV infrastructure is being introduced which requires permanent night lighting (a recent example of this is Rhymney).

To date there is no associated link that has been established between the occurrence of crime and the reduction in street lighting operating hours policy. The graph below provides an indication of crimes by hour of day for the period July 2020 to June 2021 (i.e.: pre, during and for 4 months post PNL introduction).

Crimes by hour of day – July 2020 to June 2021



5.7 In undertaking the review, officers have considered 4 potential options in addition to the status quo (i.e. lights switched off in residential areas and inter urban routes between midnight and 5.30am) prevailing. All of these additional options involve the employment of “dimming” technology (in the form of a central management system or CMS) to centrally control LUX levels.

5.8 **Central Management System (CMS) and Dimming**

A CMS allows for the unlimited control of the street lighting equipment from a central point via a computer. In general, all CMS’s allow for the collection of data from individual lamps giving the switch times, energy use and operating status. Variable levels of dimming would also be possible on lanterns equipped with electronic gear. No energy or carbon dioxide savings would result directly from the installation of remote monitoring but increases in energy use and emissions would be dependent on the control settings selected.

5.9 If a CMS was supported for introduction, all street lights would require the installation of a CMS node. Although 4989 lanterns already have older CMS capability, to implement dimming of all LED lanterns these nodes would also require upgrading with a supply, installation and set up cost of **£1,640,000**.

- 5.10 To enable the 2684 illuminated signs to operate via CMS would cost an additional **£129,000.**

There are 7,400 lanterns with LED gear trays installed in around 2010 that are not compatible with CMS dimming and these would also require upgrading at a cost of **£1,645,000.**

The purchase and installation of additional base stations would be required to ensure full radio coverage across the borough. The service provider – (Telensa) would be required to undertake a feasibility study of the actual number, but indications suggest at minimum an additional 32 base stations would be required at a cost to supply and install of **£112,000.**

An annual maintenance fee of **£39,640.00** would also be applicable.

- 5.11 **In summary the installation of a CMS would be circa £3.5m.**

- 5.12 Following installation of a CMS, it is assumed that the 4941 lanterns located at junctions, conflict areas and roundabouts will remain on at full output, as will the 2684 illuminated traffic signs and that the 5,368 street lights located on inter urban routes could be altered to allow for dimming regimes.

- 5.13 For the street lighting system to remain within compliance of BS5489 Requirements for road lighting, the lantern output can be reduced subject to highway use and primarily the vehicular traffic flows. As such data indicates that it would be possible to reduce the classification of street lighting subject to the following operating periods:

- 100% of lantern light output (lumens) dusk to 19.00.
- 75% of lantern light output (lumens) 19.00 to 21.00
- 50% of lantern light output (lumens) 21.00 to 00.00
- 25% of lantern light output (lumens) 00.00 to 05.30

- 5.14 The options examined by officers resulted in various carbon and financial impacts and are outlined in the table below.

**Review Options Compared to Status Quo**

<b>Option</b>	<b>Description</b>	<b>Carbon Impact</b>	<b>Financial Impact/Payback</b>
1.	<ul style="list-style-type: none"> <li>• Normal Lighting to 7pm</li> <li>• 7pm to 9pm dim to 75%</li> <li>• 9pm to midnight dim to 50%</li> <li>• Midnight to 5.30am dim to 25%</li> </ul>	Emission of additional 154tpa of carbon	<ul style="list-style-type: none"> <li>• Additional energy cost of £53,000pa.</li> <li>• No payback on £3.5m CMS investment.</li> </ul>
2.	As option 1 but lights switched off between 2am & 4am.	Emission of additional 33tpa of carbon	<ul style="list-style-type: none"> <li>• Additional energy cost of £11,000pa.</li> <li>• No payback on £3.5m CMS investment.</li> </ul>
3.	As option 2 + inter-urban routes switched off between midnight & 5.30am.	Further reduction in carbon	<ul style="list-style-type: none"> <li>• Further savings in energy costs of £72,000pa.</li> </ul>

		emissions of 210tpa.	<ul style="list-style-type: none"> <li>48 year payback on £3.5m CMS investment.</li> </ul>
4.	<ul style="list-style-type: none"> <li>7pm to 9pm dim to 75%</li> <li>9pm to midnight dim to 50%</li> <li>Midnight to 5.30am switch off (as status quo)</li> </ul>	Further reduction in carbon emissions of 233tpa	<ul style="list-style-type: none"> <li>Further savings in energy costs of £80,000pa.</li> <li>44 year payback on £3.5m CMS investment.</li> </ul>

5.15 Although fear of crime “complaints” linked to street lighting are minimal, it is recognised that there may be vulnerable residents for whom this is a potential issue.

5.16 Where fear of crime issues are linked to night time lighting switch then options involving collaboration between the Authority’s Community Safety Team and Gwent Police can be considered to include advice relating to the purchase and installation of a home burglary pack and ring doorbell combined with a home visit to review security and provide reassurance to the resident.

## 6. ASSUMPTIONS

6.1 The financial implications (both in terms of savings and costs) are based on confirmed energy prices at 2021/22 rates. It is assumed that energy prices will at least double throughout the remainder of 2022/23 and into 2023/24

## 7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

7.1 As this report is a review of an existing policy which recommends the status quo, a new IAA has not been required. However, the existing IAA will be reviewed and updated in light of any new developments/recommendations as noted in this report.

## 8. FINANCIAL IMPLICATIONS

8.1 The switch to LED and PNL (the status quo) has resulted in cost savings of £1,160,000 at current prices. However, when considering the feedback from the public sector energy procuring organisation (Crown Commercial Services) it is likely that this saving will be circa £2,000,000 as a result of their energy price rise predictions as we move into the second half of the 2022/23 and the 2023/24 financial year (where the predictions are for price rises of circa 170%).

The table below illustrates the effect of the current strategy on street lighting energy costs:

Cost (at current prices) prior to PNL/LED	£1,710,00
Cost (at current prices ) post PNL/LED	£550,000
SAVING	£1,160,000

Street lighting energy price rises are predicted to increase all of the above figures by 170%



## **9. PERSONNEL IMPLICATIONS**

9.1 There are no personnel implications associated with this report.

## **10. CONSULTATIONS**

10.1 The report reflects the views of the listed consultees.

## **11. STATUTORY POWER**

11.1 Local Government Acts

11.2 Highways Act 1980 and associated Codes of practice/British Standards.

Author: Mark S Williams, Corporate Director for Economy and Environment

Consultees: Christina Harrhy, Chief Executive  
Councillor James Pritchard, Deputy Leader and Cabinet Member for Prosperity, Regeneration and Climate Change  
Councillor Julian Simmonds, Cabinet Member for Highways and Transportation  
Councillor Tudor Davies, Chair of Environment and Sustainability Scrutiny Committee  
Councillor Adrian Hussey, Vice Chair of Environment and Sustainability Scrutiny Committee  
Stephen Harris, Head of Financial Services and S151 Officer  
Rob Tranter, Head of Legal Services and Monitoring Officer  
Marcus Lloyd, Head of Infrastructure  
Tom Llewellyn, Senior Engineer  
Lynne Donovan, Head of People Services  
Anwen Cullinane, Senior Policy Officer - Equalities, Welsh Language & Consultation  
Ryan Francis, Heddlu Gwent Police

Background Papers:

[Link to Regeneration and Environment Scrutiny Committee Report – 15th May 2018 – Future Lighting and Energy Saving Proposals](#)

[Link to Cabinet Report - Future Lighting and Energy Saving Proposals – 28th November 2018](#)

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## **ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 25TH OCTOBER 2022**

**SUBJECT: CAERPHILLY BIODIVERSITY REPORT 2022**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT**

### **1. PURPOSE OF REPORT**

- 1.1 To present the Council's Biodiversity Report for 2022 to the Scrutiny Committee and to seek any comments prior to presentation to Cabinet for approval and subsequent submission to Welsh Government.

### **2. SUMMARY**

- 2.1 Caerphilly County Borough Council has a legal duty to maintain and enhance biodiversity and in so doing, promote the resilience of ecosystems under the Environment (Wales) Act 2016. Under section 6(7) of the Act all public authorities were required, before the end of 2019 and before the end of every third year after 2019, to publish a report on what they have done to comply with the s6 duty. This report presents Caerphilly Council's 2022 biodiversity duty update at Appendix 1 which demonstrates how we fulfil that duty and acts as a driver for ensuring that all service areas consider biodiversity and actively enhance biodiversity when carrying out their day-to-day activities.

### **3. RECOMMENDATIONS**

- 3.1 That the Scrutiny Committee considers the Council's Biodiversity Report for 2022 at Appendix 1 and provides any comments prior to presentation to Cabinet for approval and subsequent submission to Welsh Government.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 To seek the views of Scrutiny members and to ensure that Caerphilly County Borough Council meets its legal obligations under Section 6(7) of the Environment (Wales) Act 2016.

### **5. THE REPORT**

- 5.1 The Environment (Wales) Act 2016 contains a Biodiversity Duty (S.6) which states, that public bodies, including Local Authorities:

*“ . . . . . must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions.”* The intention of this duty is to ensure that biodiversity becomes an integral part of the decision making process in public authorities. The duty came into force in May 2016.

- 5.2 All public authorities, when carrying out their functions in relation to Wales, must seek to maintain and enhance biodiversity wherever possible within the proper exercise of their function. In doing so, public authorities must also seek to promote the resilience of ecosystems.
- 5.3 Reporting on the Biodiversity Duty was required by Welsh Government in 2019 and every three years thereafter. The next report is due in December 2022 and the Caerphilly Biodiversity Report 2022 is appended at Appendix 1.
- 5.4 In compliance with the duty the Caerphilly Biodiversity Report 2022 details the actions and projects delivered in the County Borough of Caerphilly to halt the decline of biodiversity. Some examples include:
- Adoption of a Green Infrastructure Strategy and projects including ‘Nature isn’t Neat’ and Urban Biodiversity, Invasive Non-Native Species Management, and the preparation of the Gwent Nature Recovery Action Plan,
  - River Corridor and Riparian Habitat Enhancement along the Ebbw, Rhymney and Sirhowy rivers.
  - A Local Nature Partnership is being successfully coordinated and managed, with over 70 external partners, including Charities, Farming Union Wales, Wildlife Trusts, Bird, Badger and Bat Groups and local residents.
  - Strategic tree planting undertaken at Ynys Hywel Farm that links to Sirhowy Valley Country Park delivering a significant wildlife corridor between the Graig Goch Local Nature Reserve (LNR), NRW woodland and the River Sirhowy. A dedicated volunteer field was planted with some 4,500 trees by a range of volunteers.
  - In December 2021 the Council approved a new approach to grass-cutting whereby highway verges and by-pass routes mowing is kept to a minimum and a list of areas were nominated by local members within their respective wards, which could be allowed to flourish during the summer period.

## **6. CONCLUSION**

- 6.1 The Caerphilly Biodiversity Report 2022 at Appendix 1 demonstrates how the Council fulfils its duty under Section 6 of the Environment (Wales) Act 2016 and acts as a driver for ensuring that all service areas consider biodiversity and actively enhance biodiversity when carrying out their day-to-day activities.

## **7. ASSUMPTIONS**

- 7.1 No assumptions have been made in this report.

## **8. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 8.1 As this is a report on the actions taken to help maintain and enhance biodiversity prior to publication an Integrated Impact Assessment is not required.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 The extent of the actions that can be undertaken by service areas has been identified in the previous questionnaires as a barrier to the extent of implementation. The majority of actions require small changes to ways of working that can have large gains for biodiversity, without any financial implications. Larger projects would need to seek funding from external environmental funding sources.

## **10. PERSONNEL IMPLICATIONS**

- 10.1 There are no personnel implications directly associated with this report.

## **11. CONSULTATIONS**

- 11.1 The views of the listed consultees have been incorporated into this report.

## **12. STATUTORY POWER**

- 12.1 The Environment (Wales) Act 2016

Author: Margaret Iles, Principal Ecologist, Countryside and Landscape Services, [ilesm@caerphilly.gov.uk](mailto:ilesm@caerphilly.gov.uk).

Consultees: Cllr Chris Morgan, Cabinet Member for Waste, Leisure and Green Spaces  
Cllr Tudor Davies, Chair of Environment and Sustainability Scrutiny Committee  
Cllr Adrian Hussey, Vice Chair of Environment and Sustainability Scrutiny Committee  
Mark S Williams, Corporate Director for Economy and Environment  
Rob Hartshorn, Head of Public Protection, Community and Leisure Services  
Christina Harrhy, Chief Executive  
Robert Tranter, Head of Legal Services and Monitoring Officer  
Stephen Harris, Head of Financial Services and S151 Officer  
Lynne Donovan, Head of People Services  
Phil Griffiths, Green Space Strategy and Cemeteries Manager  
Rhian Kyte, Head of Regeneration and Planning  
Mike Headington, Green Spaces and Transport Services Manager  
Jonathan Davies, Parks and Countryside Operations  
Paul Cooke Senior Policy Officer  
All Heads of Service

Background Papers:

[Link to Scrutiny Committee Report 28th March 2017 – Caerphilly Biodiversity Duty Plan](#)

Appendices:

Appendix 1 Caerphilly Biodiversity Report 2022

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# Caerphilly County Borough Council Environment (Wales) Act 2016 Biodiversity Duty

2022 Report to Welsh Government



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## **Executive Summary**

Caerphilly County Borough Council has a legal duty to maintain and enhance biodiversity and in so doing promote the resilience of ecosystems under the Environment (Wales) Act 2016. This report demonstrates how we fulfil that duty and acts as a driver for ensuring that all Service areas consider biodiversity and actively enhance biodiversity when carrying out their day to day activities.

Caerphilly County Borough Council delivers a wide range of services fundamental to living and working in the area, which includes but is not exclusively limited to Housing, Planning, Education, Social Services, Waste / Recycling Collection and countryside/Green space provision.

Since 2016, the Welsh Government has introduced a number of new legislative requirements for public bodies, which change the way we plan and deliver services, putting sustainable development principles at the heart of all public bodies.

The Environment (Wales) Act 2016 (the Act) introduced an enhanced biodiversity and resilience of ecosystems duty (the section 6 or s6 duty) for public authorities in the exercise of functions in relation to Wales. The s6 duty requires that public authorities 'must seek to maintain and enhance biodiversity so far as consistent with the proper exercise of their functions and in so doing promote the resilience of ecosystems'. Under section 6(7) of the Act all public authorities were required, before the end of 2019 and before the end of every third year after 2019, to publish a report on what they have done to comply with the s6 duty. This report presents Caerphilly Council's 2022 biodiversity duty update.

This report details the actions and projects delivered in the County Borough of Caerphilly to halt the decline of biodiversity, reduce the effects of climate change and promote sustainable development whilst also helping to deliver the Councils commitments under the Well-being of Future Generations (Wales) Act 2015. This report follows guidance prepared by Welsh Government, the objectives of the Nature Recovery Plan for Wales and the 5 new ways of working (Sustainable Development Principle) to ensure all elements of well-being are considered together and to facilitate collaborative working. Actions and projects will evolve over time to continue to be fit for purpose and to adapt to developing needs, changes in legislation and changing priorities.

## **1. INTRODUCTION**

This report has been prepared as part of the Council's legal obligation as set out in the Environment (Wales) Act 2016. All public bodies must seek to maintain and enhance biodiversity in the exercise of their functions.

A healthy natural environment helps society and the economy flourish. Our natural resources and ecosystems can help us in many ways: to reduce flooding, improve air quality and supply materials for construction. They also provide a home for a variety of wildlife and give us landscapes we value in Caerphilly County Borough Council, encouraging people to live in, and visit the county. However, our natural resources are under constant pressure. Land for development, increased demands for energy and for food and increasing demands on services, with declining budgets are just a few of the reasons that our environment is suffering. A poorly managed natural environment means long-term risks to our well-being. To enable us halt or reverse the decline in biodiversity and to hand over an environment to future generations to allow them to meet their own needs, we must develop resilience and sustainability as core values in the way we work. A resilient environment can sustain our needs and provide us with the benefits we enjoy without compromising that future ability.

## **2. ACTIONS AND REPORTING**

This report details what actions have been taken to date and outlines a way forward for the next 3 years to build on what has already been achieved. The detailed actions and projects for the next 3 years will be subject to a separate report.

## **3. NEXT 3-YEAR CYCLE**

The Biodiversity Duty Plan will be reviewed and updated after this reporting cycle and new targets and outputs set. The plan will be reviewed and revised every 3 years to tie in with the required reporting timeline.

## 4. RESULTS OF 2019 - 2022

Service Area	Action / Project	Result / Outputs	Constraints to Delivery
<b>Strategic Planning</b>	Produce the 2nd Replacement County Borough Local Development Plan	The 2nd Replacement County Borough Local Development Plan is the subject of an iterative Integrated Sustainability Appraisal that considers the social, economic cultural and environmental implications of the plan throughout its preparation. Therefore, the protection and enhancement of the environment is at the heart of the emerging plan, which seeks to balance the need for development with the protection of the environment.	None
<b>Strategic Planning</b>	Review and monitor the LDP to ensure that the plan and its strategy are being delivered as anticipated.	There is in place a monitoring framework (a series of indicators for which data is collected to inform this assessment) includes indicators related to development and its impacts upon the environment and biodiversity. This is reported each year in the Council's LDP Annual Monitoring Report which is submitted to Welsh Government in October each year.	None
<b>Development Management</b>	Embed biodiversity into the planning applications, Building control, Building Conservation and Tree preservation order applications and to seek opportunities for biodiversity enhancements	This is being fully achieved, with many examples of biodiversity conservation and enhancement throughout a variety of applications over the past 2 years.	Target determination times set by Welsh Government puts limitations on the nature and extent of biodiversity enhancements.

<b>Countryside and Landscape Services</b>	Provision of Ecological advice and support to all service areas.	This has been done very well and since 2020, with the additional resources of another ecologist, more projects across different departments are benefiting from ecology advice.	Budget and capacity issues for existing staff.
<b>Countryside and Landscape Services</b>	A Green Infrastructure Strategy	Significant progress has been made in the delivery and implementation of the Green Infrastructure Strategy adopted in December 2020. This is Supplementary Planning Guidance to support the LDP policies and to protect and enhance the environment balanced with the process for delivering necessary development. The GI Strategy has been put to good use in the preparation and delivery of Collaborative Strategic Grant applications, namely Welsh Government’s Enabling Natural Resources and Well-Being Grant scheme, and the delivery of both the Resilient Greater Gwent scheme and the Gwent Green Grid Partnership. These schemes combined have allowed Caerphilly CBC to collaboratively deliver at a regional scale: Green Infrastructure Enhancement Projects including contributing to the Regional Green Infrastructure Strategy, Access Projects including Regional Access Strategy, Biodiversity Enhancement Projects such as ‘Nature isn’t Neat’ and Urban Biodiversity, Invasive Non-Native Species Management, the preparation of the Gwent Nature Recovery Action Plan, Strategic Tree Planting and River Corridor and Riparian Habitat Enhancement along the Ebbw, Rhymney and Sirhowy rivers. CCBC’s involvement in projects such as these demonstrates the value to enhancing GI at local level whilst also contributing to regional multiple benefits.	None
<b>Countryside and Landscape Services</b>	<b>Collaborative working to achieve wider projects.</b> Develop and implement	Many initiatives have been set up and are currently being implemented, with many cross-boundary benefits and success : such as The Resilient Greater Gwent and Gwent Green Grid Partnership Green Infrastructure Enhancement Projects including contributing to the Regional Green Infrastructure Strategy, Access Projects including Regional Access Strategy, Biodiversity Enhancement Projects such as ‘Nature isn’t Neat’	Staffing resources

	collaborative projects to deliver biodiversity benefits at a regional scale.	and Urban Biodiversity, Invasive Non-Native Species Management, the preparation of the Gwent Nature Recovery Action Plan	
<b>Countryside and Landscape Services</b>	<b>Management of country parks and other countryside owned/managed land</b>	We manage country parks and other land in Countryside's portfolio to benefit biodiversity, including country parks, Aberbargoed National Nature Reserve, Local Nature Reserves and conservation land provided through Section 106 agreements. Further projects planned for the next 3 years to build on these successes.	
<b>Countryside and Landscape Services</b>	Biodiversity enhancement to buildings	Works undertaken to date include the erection of swift boxes on the visitor centre, house martin cups on the campsite shower block, enhancements to a former railway tunnel for bats, conversion of a former disused toilet block into a bat house at Parc Cwm Darran, with further enhancements identified for the next 3 years on other sites	Time and financial implications
<b>Countryside and Landscape Services</b>	Increase level of engagement with other service areas to assist them in embedding biodiversity into their day to day functions.	Implemented the State of Natural Resources Report, NRW Area Statements, Greater Gwent State of Nature Report, Greater Gwent Nature Recovery Action Plan, Green Infrastructure Strategy, the Pollinator Friendly Gwent – Nature isn't Neat Project and Section 7 Habitats and Species into daily decisions and projects.	none
<b>Countryside and Landscape Services</b>	Coordination and monitoring of the council's	We have implemented and coordinated numerous community biodiversity projects involving with local residents, such as the previous Plant a Patch for Pollinators Project and the Hedgehog Highway Project.	Funding

	Biodiversity Duty.		
<b>Countryside and Landscape Services</b>	Identify and provide support to a Biodiversity Champion.	Work underway to identify and nominate a Biodiversity Champion	none
<b>Countryside and Landscape Services</b>	Provide enhancement opportunities for wildlife along rivers	We have created habitat and erected dipper and wagtail boxes within woodland and otter holts along three different rivers. (R. Ebbw, R. Rhymney and R. Sirhowy)	
<b>Countryside and Landscape Services</b>	Habitat creation, management and enhancement of heathland within the country parks.	We have identified areas for habitat creation in our country parks, particularly heathland and plan to implement management works over the next 3 years.	
<b>Countryside and Landscape Services</b>	Coordination and support the Caerphilly Local Nature Partnership.	A Local Nature Partnership has been set up and is being successfully coordinated and managed, with over 70 external partners, including NGCOs, Charities, Farming Union Wales, Wildlife Trusts, Bird, Badger and Bat Groups and local residents	
<b>Countryside and Landscape Services</b>	Raising awareness of biodiversity through events, provision of training, access to the countryside and environmental education	This has delivered by countryside rangers and engagement with the public. There are no current actions, however Caerphilly is currently in the process of recruiting a new Education Officer to deliver further projects under this category.	Staffing

<b>Countryside and Landscape Services</b>	Management of water bodies to benefit biodiversity.	Caerphilly Countryside team have managed several water bodies for the benefit of biodiversity over the past 3 years and propose to continue and expand this project.	
<b>Countryside and Landscape Services</b>	Delivery of biodiversity projects via RDP, NRW, WG funded initiatives	We have delivered training in biosecurity measures and management of invasive species throughout the county borough.	
<b>Countryside and Landscape Services</b>	Tree planting	Strategic tree planting undertaken at Ynys Hywel Farm that links to Sirhowy Valley Country Park delivering a significant wildlife corridor between the Graig Goch Local Nature Reserve (LNR), NRW woodland and the River Sirhowy. A dedicated volunteer field was planted with some 4,500 trees by a range of volunteers throughout a week in March 2022. Working in partnership with GAVO, Groundwork Wales, Keep Wales Tidy and NRW. The strategic tree planting scheme has provided benefits to mental and physical health and wellbeing during the implementation with future benefits occurring in the medium and long term by providing a space for volunteers, residents and visitors to visit in the future and relax and enjoy the future woodland.	
<b>Countryside and Landscape Services</b>	Changing management of cycleway verges to create wildflower habitat	We have undertaken a trial project which changed the management of cycleway verges along the Upper Sirhowy Valley Cycleway in 2020-21, and this continued in 2022-23. This included increasing the width of the verge through flail cutting of persistent vegetation and scrub, to allow sowing of native seed mix in the future to establish healthy wildflower habitat along the edges of the cycle way. We plan over the next 3 years to expand this project to all cycleways that run through the County Borough.	
<b>Countryside and Landscape Services</b>	Use of the Green Infrastructure Strategy	The Green Space Strategy team together with the Planning Policy officers, as part of the 2RLDP process at Maesycwmmer have identified a potential allocation of a strategic site. The use of the Green Infrastructure Strategy	

	document to realise biodiversity benefits	has allowed officers to analyse the Green Infrastructure Map produced by the developers that promoted the Strategic Candidate site and identify existing assets where enhancements would provide the most benefits in the short, medium and long term. This is the first project of its kind and has been successful	
<b>Countryside and Landscape Services</b>	Collaboration between the council, residents to utilize biodiversity to better Mental health of residents.	A promotional campaign during Mental Health Awareness week launched in 2021 to reconnect residents, businesses, and schools to nature by growing a small patch of meadows to benefit butterflies and bees pollinators. The packs included native wildflower seeds, a sowing and aftercare guidance sheet, pollinator identification sheets and a local record centre recording sheet. 429 packs were issued and was such a success that it will be repeated in future years. This project ties in with the Action for Pollinators (Wales) guidance.	
<b>Countryside and Landscape Services</b>	Creation of access for hedgehogs – engaging with residents	A hedgehog highway campaign was launched in the Summer of 2022 to create access for hedgehogs into residential gardens, school grounds and allotments. 150 packs were distributed and the scheme was over-subscribed. The success of this project has resulted in plans to repeat this project in following years, funding permitting.	
<b>Countryside and Landscape Services</b>	Creation of hedgerows in school grounds	The Countryside Ranger Service worked with local schools (St Cenydd School, Heol Ddu, Ysgol Gyfun Cwm Rhymni – Caerphilly Site, Lewis School Pengam), planting around 3,500 hedgerow plants to create 430m of new hedgerows, planted largely by pupils.	
<b>Regeneration and Urban Renewal</b>	Urban renewal and town centre enhancement projects (including demolitions) seek to be compliant	Through consultation with council ecologists, a recent completed project includes the ERDF funded project achieved CEEQUAL excellent rating, by protected species and reinstating biodiverse habitats in the final landscape design. Continue to liaise with in-house ecologists on new projects	Procurement requirements; requirements of external funding organisations, and affordability



	with existing wildlife legislation		
<b>Regeneration and Urban Renewal</b>	Identify existing biodiversity assets	Over the next 3 years, it is proposed to undertake a biodiversity audit of buildings and landholdings to identify the existing biodiversity assets. Assess suitability of building portfolio to accommodate breeding boxes for protected and endangered species.	Budget and staff availability to undertake biodiversity audits.
<b>Regeneration and Urban Renewal</b>	Reduce carbon footprint of building portfolio through increased energy efficiency and generation of green energy production	We propose to undertake an audit of buildings to increase energy efficiency over the next 3 years, including assessing the suitability of watercourses and other under-utilised land for sustainable energy generation and for biodiversity enhancement. We also plan to specify products on new projects that have lower carbon footprints.	Enhanced maintenance costs and monitoring of sites, and the need to cost this at the design stage. Availability of funds for investment in energy reduction and/or energy generation schemes.
<b>Regeneration and Urban Renewal</b>	Manage natural and green areas for wildlife	We have managed and maintained natural and green areas around 13 industrial estates and business parks, and incorporating features that benefit wildlife.	
<b>Engineering Services</b>	<b>(Transport Strategy and Road Safety, Highway Development</b>	The One Active Travel Integrated Network Map sets out long term plans for improving the active travel network to encourage walking and cycling with wider environmental benefits.	Individual schemes reliant on grant funding.

	<p><b>Control, Integrated Transport and Traffic Management, Highway Operations)</b> Develop CCBC's transport policy with a key objective to encourage more sustainable travel</p>		
<b>Engineering Services</b>	Ecology considerations on Engineering projects	Ongoing: Ecology assessments undertaken during scheme development to minimize impact.	
<b>Engineering Services</b>	Liaison with external bodies and in house ecologists on major infrastructure schemes.	Ecologists to have input at an early stage to minimize impacts of major schemes.	
<b>Engineering Services</b>	Use of sustainable materials in road schemes	Council to consider increased use of recycled materials in road construction.	Financial constraints.
<b>Engineering Services</b>	Use of greener fuel	Council to consider alternative fuels greener vehicles for the internal fleet, and contractors; and promote this to external transport providers (planned)	Cost and fleet management

			policy/options.
<b>Engineering Services</b>	Reduce energy use in street lighting	CCBC is in the process of replacing traditional street lighting bulbs with low energy equivalents.	Financial constraints.
<b>Engineering Services</b>	Improve water quality from road-run off	CCBC to consider the use of natural filtration systems to treat gully waste.	Financial and physical constraints.
<b>Engineering Projects Group</b>	Improve biodiversity / ecological aspects of engineering projects	CCBC has introduced a QA system of sound ecological practices through the design phase, has commenced education //training of staff and the ecologists are working with the engineers to produce less environmentally-damaging plans	Workload and financial constraints.
<b>Engineering Projects Group</b>	The Monmouthshire-Brecon Canal biodiversity conservation	CCBC continue to manage the Mon and Brecon Canal, a linear aquatic resource in with colleagues in other service areas to conserve and enhance biodiversity	
<b>Waste management</b>	Use of green energy from waste	CCBC is working to utilise green energy from waste through several schemes in the county, such as capture of methane from landfill and recover energy from food wastes to reduce emissions to the atmosphere and contributing positively to reducing climate change. (ongoing)	Financial implications
<b>Parks and Bereavement Services</b>	Reduce pollution from waste	CCBC is actively working to reduce pollution from waste by reducing, reusing and recycling materials, reduction of cutting regimes to encourage native wildflowers and pollinators and removal of cuttings to increase flowering species.	
<b>Parks and Bereavement Services</b>	New approaches to grass cutting.	In December 2021 the Council approved a new approach to grass-cutting whereby in relation to our highway verges and by-pass routes mowing is kept to a minimum and a list of areas were nominated by local members within their respective wards, which could be allowed to flourish during	

		the summer period.	
<b>Parks and Bereavement Services</b>	Creation of wildflower corridors	Continued sensitive management of existing hedgerow and trees, and management of land to create wildflower corridors, such as road verges	
<b>Parks and Bereavement Services</b>	Reduce carbon usage	CCBC aims to increase its use of wood products from sustainable sources and move towards use of peat free compost.	
<b>Parks and Bereavement Services</b>	Manage CCBC's tree stock	The Council has formally adopted a Tree Strategy setting out how the Council manages trees through its function as landowner, highway authority, and local planning authority.	
<b>Fleet and Vehicle Maintenance</b>	Reduction of fuel use by council vehicles	This has been tackled by the use of fuel efficient vehicles to reduce the amount of carbon emissions to the environment, with proposals to commit to net zero emissions for fleet by 2030, Further roll out of EV Infrastructure and use of our own green energy production to fuel vehicles.	Availability of ULEVs. Infrastructure constraints including grid capacity. Cost of ULEVs. Cost of electricity.
<b>Corporate Policy Team</b>	Audit on charging options for council vehicles	Challenge Fund project to look at charging options for vehicles that are taken home at night and off-road parking is not available.	.
<b>Building Cleaning Services</b>	Reduction in carbon emissions	We are reducing travelling by ensuring staff share vehicles for transport to sites where ever this is possible and recycling everything that can be recycled.	
<b>Sports and Leisure</b>	Increase awareness of biodiversity and the link with health	CCBC is educating school pupils and adults on connecting with and appreciating the natural world including nature walks, species identification and building bird boxes	
<b>Housing WHQS &amp; Infrastructure,</b>	Working towards greener housing	CCBC is including recycling targets within contract documentation, and construction; and by reduce paper use. Councils to consider further	Changes to specifications that

<b>Housing Maintenance, Private and public housing sectors</b>	and house building	alternate energy sources (wind, solar, hydro etc.)	may impact on existing procurement arrangements. Financial and staff resources. Willingness of partners to become actively involved. Tenancy management and maintenance obligations.
<b>Housing W&amp;S &amp; Infrastructure, Housing Maintenance, Private and public housing sectors</b>	Study on feasibility of electric vehicles	A study has been undertaken to secure electric vehicle charging infrastructure on new developments through the Planning System and working with the Council's Policy team to introduce EV charging infrastructure throughout the Gwent Area – reduce climate change impact, cutting pollution – reducing impact on ecosystems and biodiversity. (proposed)	
<b>Education</b>	Improve carbon usage and biodiversity value of new schools	Band B proposals for 21 <sup>st</sup> century schools under the Sustainable Communities for Learning Programme (2019-2024). All new school buildings, major refurbishment and extension projects will be required to meet net zero carbon targets from January 1 <sup>st</sup> 2022. Buildings will be required to be net zero carbon in operation, which means producing zero or negative carbon emissions as part of their operational energy. The first generation of schools under the new rules will also be required to demonstrate a 20% reduction on the amount of embodied carbon, which is the carbon emitted through construction materials and the construction process, with further reductions required in the future, in	Funding implications

		<p>line with the Welsh Government's broader net zero carbon plans. New proposed buildings will also include ambitious plans for biodiversity, active travel and electric vehicle charging facilities.</p> <p>In addition to this we propose to encourage forest schools and eco-school projects</p>	
<b>Education</b>	Reduce carbon emissions caused by travel to school	This is being achieved through safe routes provision and school travel plans.	
<b>Children and Adult Services</b>	Reduce carbon footprint	This has been achieved by implementing agile working which has significantly reduced our carbon footprint, and through car sharing. We will be considering in future years, solar panels on all establishments and anticipated future capital projects will consider biodiversity, carbon footprint and transport factors in their design.	
<b>Children and Adult Services</b>	Increase biodiversity at a local level	3 garden projects have been established across the borough all have bat boxes, nesting boxes and wild flower areas to attract bees	
<b>Public Protection</b>	Control and reduction of fly-tipping	We have continued to take a robust approach to fly tipping enforcement and have added to our capabilities by purchasing cameras which we deploy at fly tipping hotspots. A report released on 14 December 2021 by Welsh Government and Fly-tipping Action Wales revealed that Cardiff (301), Newport (59), Carmarthenshire (41) and Caerphilly (40) are the top performing areas for issuing fixed penalty notices to tackle fly-tipping in Wales on 2020/21. We undertake monthly stop and check operations in partnership with NRW, Police and Merthyr CBC continuing. We have undertaken a number of promotional campaigns including duty of care advice released on CCBC social media platforms and also use social media to help gain information on fly tipping incidents.	
<b>Public Protection</b>		Future projects and actions for the next 3 years would see the introduction of electric vehicles, with the inclusion of measures to	Finance, technical, culture,

		minimize the impact on the environment, consider impact of chemicals on biodiversity and consider alternatives in pest control.	knowledge and understanding,
<b>Catering</b>	Reduce carbon footprint	We have commenced working towards the introduction of electric vehicles to reduce climate change impacts, pollution and noise, by recycling food waste and introducing new waste collection systems to reduce pollution from waste transport and landfill and by working in partnership with procurement to reduce impact on biodiversity and the environment. Future projects will look at kitchens reducing the use of plastics and paper consumables.	Financial implications
<b>Property Building Consultancy</b>	Ensure protection of wildlife	The council is routinely checking the impact of work to council properties and council buildings on nesting birds/bats and other wildlife prior to commissioning work.	Programme and cost challenges will remain.
<b>Property Building Consultancy</b>	Reduction of carbon footprint	We are designing Schools to BREEAM excellent standard which includes ecology and biodiversity elements, including green roofs planting to maintain species diversity and use of renewable energies.	Programme and cost challenges will remain.
<b>Finance</b>	Reduction of paper usage and carbon footprint	The council is providing financial information leaflets for council tax and business rates are online, and text messages to Caerphilly residents instead of letters. We plan to expand this to ICT systems for further opportunities to promote electronic forms with less paper usage.	Reduction in printing and paper costs
<b>ICT</b>	Reduction of carbon footprint	We have reduced our carbon footprint by tendering and procurement of software consider reducing energy use, and reducing travelling need between sites (provision of teleconference facilities, remote support of users etc.	Availability of and competing demands on finances and staff resources.
<b>Corporate Customer Services</b>		We are active in providing advice to customers about issues relating to biodiversity Sign posting customers to on-line information about biodiversity where available, including the creation of a Facebook page for residents Wildlife@Home and regular biodiversity Twitter posts.	

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