



CITY AND COUNTY OF SWANSEA
DINAS A SIR ABERTAWE

Councillor Mary Jones
Chair
Scrutiny Programme Committee

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21 December 2016

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I dderbyn yr wybodaeth hon mewn fformat arall, cysylltwch â'r person uchod.**

Dear Councillor Jones

Cabinet Member Question Session - 14 November 2016

Further to your letter dated 30 November in relation to Scrutiny Programme Committee meeting held on 14 November I confirm / comment as follows:

Waste Management & Recycling

The thorough preparation and focussed communication strategy has resulted in the smooth implementation of the residual waste restrictions at the Household Waste Recycling Centres, with very little fly tipping issues evident. Tackling antisocial and illegal fly tipping remains a priority for the service area, and whilst we encourage the reporting of fly tipping, including any information relating to the perpetrators, we would ask that searching of bags is left to those trained in evidence gathering. Enforcement training has been rolled out to numerous Council teams, including Housing officers, and operative staff from Waste, Parks, and Cleansing, to increase the resource available to tackle this issue. We will also continue to work with our Communication colleagues in publicising fly tipping prosecutions.

Whilst we intend to focus on the prevention of litter, any Members or community/volunteer groups who wish to undertake litter picks should contact the service area to arrange for support in terms of bags and disposal of any litter collected from public areas.

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The reusable pink bags are on order and will be rolled out across the Authority early in the new financial year.

There is an intention to reduce reliance on agency workers by replacing with additional permanent staff through a recruitment process, even though there is an increased cost in doing so. There will remain a need to utilise agency staff to cover temporary roles, workload peaks, and staff absences.

Questions requiring response:

- Write to relevant officers (Council and Police) about the obstruction on highways / pavements and respective responsibilities to ensure clarity about appropriate enforcement action;

If a Traffic Regulation Order is in place that prohibits parking ie a single or double yellow line then Civil Enforcement Officers can issue Penalty Charge Notices to vehicles parked on an adjacent footway or grass verge. Unfortunately, this does not apply to other TRO's such as limited waiting / residents permit bay, bus stops and even white and yellow zig sags. Powers to deal with obstruction issues on these occasions or when the street is unrestricted remains a policing responsibility.

The Council could introduce TRO's to ban pavement parking but it would require a separate TRO and supportive signs for each location. Within the London Council it is illegal to park on the footway unless signs say otherwise, unfortunately at present for the rest of the country the opposite applies in that it is not actually illegal to park on the footway.

There have been some Private Members Bills discussed in Parliament to introduce similar powers as in London but unfortunately these have always failed to progress into legislation.

The Parking and Transport Wales Group (made up of Welsh Local Authorities and The British Parking Association) have in the past raised this issue with officers from Welsh Government but to date powers have not been introduced to allow Councils to deal with such issues. I understand that the Traffic Penalty Tribunal have even suggested to Welsh Government that obstruction issues generally should be decriminalised and powers to enforce passed to Councils as was the case for parking infringements.

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Unfortunately, when members of the public call the police they will state that there are parking issues rather than an obstruction issue and therefore the police will refer them back to ourselves. Another issue is that the Police have to witness an obstruction taking place rather than it being a perceived obstruction – therefore they will often not take action against a vehicle parked on a footway unless they actually witness someone having difficulty passing.

We will raise the issue of enforcing obstructions with the Police as part of our partnership working discussions.

- Raise the issue of inconsistent approaches and flexibility regarding 'request stops' with local bus service providers;

There are some areas where formal bus stops with bus stop poles and flags are not provided. Buses in these areas stop on a hail and ride basis and there are often locations where it has become custom and practice for passengers to wait for the bus.

The bus companies policy on hail and ride sections of route is that the drivers can use their discretion where to pick up and set down passengers and must use their judgement to assess the safety of the location at the time. The suitability of a location can vary from day to day depending on things like parked cars and traffic movements which can cause obstruction and affect visibility.

If there are particular points where request stops are a problem then we can investigate the possibility of formalising a stop in the area at a safe location following consultation with the bus operators and local residents.

- Confirm maintenance spending on the Tawe Barrage;

During this financial year we have committed £280,000 to capital improvement works and £60,000 for the annual maintenance of the Barrage lock gates.

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Capital works

£200,000 has been committed to stress test supporting rock anchors that are located under the river bed. They are accessed from within the Barrage tunnel approximately 15 metres below river level. We also aim to install anodes to sheet piling on the East side of the river to slow any long term corrosion. We are currently out to tender and will accurately know costs end of December.

£50,000 has been committed in order to purchase a pump located with Port Tawe storm water pumping station. There are four pumps located in this station and two are in urgent need of replacement.

£30,000 has been committed to replace electrical works within the Barrage underwater tunnel, works include replacing electrical cables, trays, lighting and installing a new water extraction pump, flood alarm, air ventilation fan and CCTV camera. We are currently out to tender and expect to know exact costs towards the end of December.

£60,000 from revenue has been committed to cover 2 weeks annual maintenance of the lock. Works include installing stop logs, replacing lock gate vertical seals, refurbishment of 1 lock gate ram.

The Service has commissioned a piece of work to develop a long term asset management plan for the Tawe River Barrage. This will identify the short, medium and long term maintenance requirements and the associated costs for the barrage. The asset management plan will give a robust investment plan over a 25 year period.

- Provide the information about street lighting not working or switched off;

Street lighting is generally off due to faults with the electrical gear, lanterns or underground cabling or due to the fact that the supply has been turned off as part of the energy reduction programme and consequent cost saving measures.

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Of the 28,000 street lights on the network, 1520 are not illuminated. Of these 1228 have been switched off as part of the energy reduction measures, 259 columns/brackets have been cut down due to structural instability and a further 90 are off due to vandalism or faults to the underground cabling. It should be noted that some outages will fall into more than one of the above e.g. a lantern turned off under energy saving but subsequently cut down after being structurally tested.

I trust this information provides a response to the issues recorded at the Scrutiny Programme Committee.

Yours sincerely



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