

MINUTES OF A MEETING OF THE ECONOMY, RESIDENTS AND COMMUNITIES SCRUTINY COMMITTEE HELD AT BY TEAMS ON MONDAY, 28 FEBRUARY 2022

PRESENT: County Councillor M J Dorrance (Chair)
County Councillors D Selby, J Charlton, L Corfield, K Curry, D Evans, G Jones, D Jones-Poston, J Pugh and J Wilkinson

Cabinet Portfolio Holders In Attendance: County Councillors M Alexander (Portfolio Holder for Adult Social Care and Welsh Language), R Harris (Leader), H Hulme (Portfolio Holder for Environment), B Baynham (Portfolio Holder for Corporate Governance, and Regulatory Services), A Davies (Portfolio Holder for Finance and Transport), R Powell (Portfolio Holder for Young People and Culture).

Officers: Matthew Perry (Head of Highways, Transport and Recycling), Nigel Brinn (Executive Director - Economy and Environment), Nina Davies (Head of Housing and Community Development), Emma Palmer (Head of Transformation and Communications), Diane Reynolds (Head of Economy and Digital Services), Wyn Richards (Scrutiny Manager and Head of Democratic Services), Gareth Jones (Professional Lead – Regeneration), Jenni Thomas (Professional Lead – Regeneration), Liz Trow (Community Development Officer) and Gareth Richards (Energy Management Officer).

1. APOLOGIES

Apologies for absence were received from County Councillors K Roberts-Jones and M J Jones.

2. DISCLOSURES OF INTEREST

There were no disclosures of interest by Members relating to items to be considered at the meeting

3. DECLARATION OF PARTY WHIPS

The Committee did not receive any disclosures of prohibited party whips which a Member has been given in relation to the meeting in accordance with Section 78(3) of the Local Government Measure 2011.

4. CLIMATE CHANGE UPDATE

Documents Considered:

- Report of the Portfolio Holder for Climate Change, County Councillor Myfanwy Alexander.

Issues Discussed:

- Climate change is the most significant challenge the Council faces. Urgent action is needed to remedy the problems caused by changes in the climate. To do this two things are necessary (a) acknowledgement that there is a climate aspect in everything we do, and (b) a practical set of steps need to be implemented to achieve the ambition of reducing our carbon footprint.
- The work to be done has been divided into five sections – buildings, mobility and transport, procurement, land use and agriculture, and Council and

governance. The Council is looking towards electrifying its fleet and assisting others change to electric vehicles (visitors and residents) which is especially important for an economy which depends on tourism.

- Retro fitting Council housing stock to make them more energy efficient and building new energy efficient houses. Also assisting tenants in spend less on energy and heating. This work needs to be done in a way which minimises disruption for tenants and enhance green skills for the workforce. The Regional Skills Partnership is looking to increase the numbers of people with these green skills as there is currently a shortage.
- The Strategy been produced before Christmas 2021 and issued for consultation. The suggestions made by the public have been incorporated into the strategy.
- The new Climate Strategy is included with the report as well as the engagement feedback. There are five clear areas for the strategy. An update on the Council's carbon accounts is also included which will need to be submitted to Welsh Government, information about electrical vehicle charging points, an update on Council housing stock and data analysis from the Business Intelligence team.
- A climate change board has been established at officer level to monitor and implement the strategy.
- The next steps would be the development of delivery plans with consultation and engagement, collaboration with partners and influencing stakeholders and following Welsh Government's route map to provide a clear pathway to change.
- Carbon accounts – is a Welsh Government requirement that public bodies report on carbon emissions and moving to net zero. Guidance has been issued by Welsh Government in May 2021. The main scopes in the guidance are operational emissions, supply chain emissions and land based emissions.
- Based on a comparison between 2019-20 and 2020-21, the level for 2020-21 shows a reduction in emissions of 13.5%. However there are some gaps in the data such as land use soil types, commuting and the scope of the work excludes Council housing and public transport currently.
- Electric Vehicle charging points - the next phase is the installation of additional charging points and rapid charging points at key locations.
- Council Housing – Welsh Government has asked Council to estimate what the cost would be to decarbonise the Council housing stock and the Council will be focussing on those who have the poorer energy certificates.

- Questions:

Question	Response
Buildings – as the cost of living, fuel and heating costs increases the concern is about housing stock. In terms of new builds what will be the quality standard for draught proofing and heating systems. Are we developing only to the Welsh standard or are we aspiring to a higher standard such as a passive-house standard. Also will existing housing stock be refurbished or improved to as high a standard as possible as well.	The houses that we are building are as energy efficient as possible e.g. the houses in Sarn were built to passive house standards. The balance required is in relation to three issues, (i) is the cost of the technology prohibitive; (ii) are the houses themselves user friendly; (iii) energy conservation versus energy generation. The spend needs to be as financially

<p>Charging points – are new premises going to be fitted with points for charging electric vehicles.</p>	<p>efficient as possible, whilst maximising energy efficiency. In other places we might build to passive house principles rather than full passive house certification. This would mean more properties being energy efficient and will reduce the Council's carbon footprint. It also depends on the property.</p> <p>Retro-fitting technologies can lead to people having less living space due to bulky technologies. Therefore, changes need to be optimal for the people living in that property. As grid strength is not good in the area and as we move to a more electric economy, the local production of energy is going to be crucial.</p> <p>For new builds the Council is building above design standards. For the properties in Sarn we will be monitoring these properties to see how successful it has been as this has been a pilot for the Council. We are also piloting new technology in other places such as Clyro. The Green Powys Scheme is important for the Housing Service and we are trying to improve fuel efficiency and reducing fuel poverty for tenants.</p> <p>The Council is looking at estates as a whole with emphasis on tree planting and biodiversity. The council is planning project E,F or G for next year looking at the existing housing stock and targeting those with the lowest energy performance certificates first. The Council has taken part in the first phase of Welsh Government's Optimise Retrofit Initiative looking at whole house solutions to energy efficiency which are specified and introduced. When looking at replacing gas boilers we are looking at boilers which can be converted to hydrogen. There has been an increased use of timber for new builds.</p>
<p>When we are having new builds, are there EV (electric vehicle) charging points in new</p>	<p>Further work is needed on EV charging points. We are looking at properties,</p>

<p>properties.</p>	<p>estates, car parking and garages to see what can be done.</p>
<p>Housing – there is a potential development on the Trehafren estate. The issue is about coming up against Welsh Government regulations and planning when we are looking for grants, where there is a preference for ground source heating which could impact on community areas. Also, in relation to EV charging points are we dealing with out of date planning legislation relating to car parking spaces per property.</p>	<p>The LDP coming up and we should be looking at energy needs as a key component in the structure of what we are developing for the future.</p> <p>With current schemes there are many things we would like to do and are being considered in the design phase, but there is also a balance to be struck between building properties quickly and looking at what's appropriate and achievable on a site and also is it affordable. All of these issues are being discussed in the design.</p>
<p>Project EFG – where are we with that. Has work been undertaken to understand the number of properties in each category and why is this a priority</p>	<p>These properties are the priority because they are costing residents the most to heat. This work is also dovetailing with the Optimum Retrofit Project by Welsh Government.</p> <p>This is project due to start in the next financial year and the target is 400 properties.</p>
<p>Is this a target of 400 houses or has there been an assessment that 400 houses need addressing which is different.</p>	<p>This information will be provided to the Committee. ACTION.</p>
<p>This strategy is welcomed and is a move forward. Electric car use is going to increase. Local energy production is happening across Powys and Wales. The Local Energy Bill is working its way through Parliament. How will this report enable these things to happen. Ecology which has been impacted by climate change does not appear to be included in the report, and that is not clear in the strategy. How do we make general ecology well again.</p> <p>The strategy is ambitious but there needs to be a way of managing this. There is an issue in relation to peat bogs, and there is no expertise in authority to look at this and link it to the strategy.</p>	<p>In terms of local energy in a ward an anaerobic digester is producing energy locally at a reduced price from chicken manure. The question is how the Council supports the local nature of these projects. There is also potential in Powys for hydro production and the Council will be looking for individual community hydro schemes to come forward and partnering with organisations to support localities get the funding which is available for these schemes.</p> <p>The benefit is that local energy production is also cheaper and can lead to a reduced loss of energy in the grid. The county farm estate could be used to generate power in a new way. There is also a need to support local food producers to reduce food miles. The Council's role is to provide advice and bring partners together.</p>

	<p>In terms of the wider strategy and partnership working, this is achieved through the Public Service Board and Well-being step 7. This was being led by Welsh Government which has stalled when they withdrew then the Council, the Brecon Beacons National Park Authority and the NRW have set up their own strategies. There is a need for all of those strategies to be pulled together to tackle this collectively.</p> <p>In relation to energy generally there is a Mid Wales energy strategy being considered by the Growing Mid Wales Board, supported by the Welsh Government energy service.</p> <p>Ecology is within the wider remit of the land use strategy which should encompass issues such as peat bogs.</p> <p>The Powys Nature Recovery Action Plan contains a number of tangible actions that the Council will undertake in partnership with the Brecon Beacons National Park Authority. This is a ten year plan to reverse the declining biodiversity in Powys by developing resilient ecological networks. This also needs to fit into the overall strategy.</p>
<p>The document needs to be realistic and can be delivered and that we are not too hamstrung by national policies in ways that stop us pursuing our goals. There is a need to push back against Welsh Government policy where this prevents us achieving our aspirations.</p> <p>There is a huge amount of potential for hydro energy generation in Powys but the NRW has been obstructive about small schemes in Powys. This needs to be explored further. Also need to look at food production and food sustainability.</p> <p>The Council has a significant County Farms estate which can contribute to food production, security and carbon sequestration and a reduction in global</p>	<p>Hydro has suffered from being over regulated especially for small schemes. There is a need to help people work through the regulations to support smaller schemes.</p> <p>It would be useful for the council to know where there has been difficulties to see if it could assist. There also needs to be strategic discussions with the NRW.</p> <p>Discussion about land use is at times predicated on fact we do not need to eat so food security is an important part of what needs to be encouraged. We also need to farm and use land smarter. Would like to see county farms developing into a test bed for</p>

<p>warming. There is recognition that farming can go hand in hand with carbon sequestration. Rather than taking land out of production, there is a need to improve the quality of the soil to remove carbon and retain water.</p> <p>Local public sector buying group, is this something the Portfolio Holder has in mind.</p> <p>We need to keep in mind food security especially with the global situation.</p>	<p>productive but eco-friendly agriculture. There is a future for all different types of farming in Powys in future but there is a need to develop a food strategy and reducing the carbon footprint by purchasing food locally.</p> <p>The strategy does look at the local supply chain, which we do have control over and a local procurement strategy could reduce food miles and develop and support local production. The public sector needs to come together to work on this and it the aim is included in the new procurement strategy to support local businesses and the environment.</p> <p>We all recognise the multiple benefits of reducing food miles. The Council is looking to establish a dynamic food purchasing system with the Marches.</p>
<p>We need to be cautious when looking at energy certificates. Experience has shown that people do not always understand the fabric of the building. There is a need to make sure that certificates are done competently and money is not wasted. After the second world war the Common Agricultural Policy was introduced to make sure that people could be fed. We need to be careful with policies that we continue to have the ability to feed people in the country.</p>	<p>Agree with both those points. Would welcome any practical information about energy certificates.</p>
<p>Transport – there is currently a slow roll out of publicly accessible charging points. Is supply keeping up with demand. Is Powys solely reliant on grants from Welsh Government to put in EV (electric vehicle) charging points or can we use our own money to speed this up.</p> <p>Fleet changes – MAWWFRA have had 2 hydrogen vehicles and a number of electric vehicles. What is Powys doing with its fleet to move to electric vehicles. What are our targets. Is there a strategic plan to make this happen.</p> <p>Charging points – there are many different apps for payment for charging vehicles. Is the Council doing anything to lobby the</p>	<p>There is the new electric RCV being trialled by the Council. The Council is also looking at how Conwy Council is getting on with their new electric kerbside recycling fleet. The Council has engaged a company to develop a ten year plan to transfer the whole of the fleet to electric. There are approximately 300 vehicles, and the ambition is to move all of them to electric by 2030. It needs to be noted that the cost of purchasing the RCV was 100% more than a conventional diesel vehicle.</p> <p>The Council has received funding from Welsh Government to update three depots. Also recently received funding</p>

<p>government to get an uniform, standardised payment system.</p>	<p>for electric mechanical road sweeping vehicles. Whilst the Council is moving in the right direction, it is a 10 year plan and there is a need for the infrastructure to be in place in depots to deal with electric vehicles.</p> <p>With regard to EV charging points at car parks, the Council has received funding from Welsh Government for charging points and also Transport for Wales for the installation of rapid charging points. We are predominantly reliant mostly on external funding at present but this needs to be reviewed and a strategy developed for the future.</p> <p>The Head of Highways, Transport and Recycling agreed to take away the issue of the differing methods of paying for charging vehicles as an action.</p> <p>ACTION – Committee to review charging point strategy when developed.</p>
<p>Public transport including school transport – how will opportunities be provided for the public transport and school transport fleets to become electric, and what will be do to support this. Can we make more rapid progress.</p>	<p>This is very early in the process of transferring buses over to electric but will be part of the strategy. This needs to run parallel with Council's own fleet changes.</p>
<p>Is there pressure being put on local bus companies to move to EVs or are we dependent on the strategy.</p>	<p>We are working with Transport for Wales, Welsh Government and others to achieve a coherent approach. The strategy will also need to include how this is funded.</p> <p>We need to look at quick wins as well such as town centre buses.</p>
<p>In terms of delivery and next steps. There is a stakeholder group, which has not met that often. It is not visible in the strategy how important this stakeholder group will be. The Committee will need to set up a Working Group to make sure that this strategy is moving forward. How will this fit into the strategy.</p> <p>Individuals may be representing larger groups as well. Schools also looking at</p>	<p>The Portfolio Holder indicated that she would welcome more different voices coming forward such as younger voices, rural and town voices.</p> <p>When we engaged on the strategy we asked people if they wanted to engage with us in the future. Thousands looked at the draft strategy but only lesser numbers commented or wanted to engage. We will need to keep</p>

<p>this.</p>	<p>engaging with these individuals and others in the future and have tried to focus on areas where individuals want to get involved. We have tried to break people who wanted to engage into the 5 key areas or into smaller groups. There are leads for each of the 5 key areas and each group has a set of action plans but the stakeholders need to make sure that the action plans take us in the right direction. We will be engaging with these groups in greater depth.</p>
<p>Procurement strategy – is there a broader ambition to require actions from those we do business with to tackle the climate emergency.</p>	<p>This is included in the supply chain element of the strategy and should be read in conjunction with the new procurement strategy.</p> <p>The development of skills for local businesses in dealing with climate change is something the Committee could keep an eye on. There is a need to develop the skills that are required in both the private and public sector.</p>

Summary of the main points following the discussion:

- Numbers of properties in project EFG – further information to be reported back.
- The Committee to be consulted on transport strategy and also milestones about moving this forward and greening the bus network.
- Cabinet – need to ensure that the procurement strategy and climate strategy are aligned.
- Land use and food networks, local food networks, growing more food locally and sustainably.
- Look at what the Council could do about speeding up installation of charging points and moving the Council's fleet to electric, and choice of sites.
- The Council to look at lobbying Welsh Government or central government about charging costs.
- Need to ensure that the Nature Policy and Climate strategy align.
- Create a Working Group to look at Climate Change.
- Engagement and the stakeholder group.

Outcomes:

- The Committee suggested:
 - that any new Council properties should have electric vehicle charge points installed in the properties.
 - that the Council would need to push back against current Welsh Government legislation and guidance as well as Natural Resources Wales regulations as older legislation and guidance may hinder the Council's ability to move forward any climate change proposals.

- The Committee requested:
 - that details of the number of houses identified in project EFG be circulated to the Committee.
 - that the Committee undertakes a pre-decision scrutiny of the transport strategy once prepared (to include milestones to progress the proposals).
- The Committee recommended:
 - that the Cabinet ensures that the Council's Climate Change Strategy and those of the PSB, Growing Mid Wales Board and the Brecon Beacons National Park align to secure a co-ordinated approach to climate change rather than a piecemeal approach.
 - that the Cabinet ensures that the Council's Climate Change Strategy aligns with the Powys Nature Action Recovery Plan and the Powys Procurement Strategy.
 - that as part of the transport strategy the Cabinet focus on supporting the development of local bus services utilising electric vehicles which could be a 'quick win' for the Council.
 - that the Cabinet support the development of local food networks to ensure more food was produced locally and sustainably to reduce food miles.
 - that the Cabinet considers the level of additional funding the Council could make available to speed up the installation of electric vehicle charging points, over and above those funded by Welsh Government and Transport for Wales as well as consideration of additional locations for charging points.
 - that as there are a number of different payment methods to use electric vehicle charging points dependent on the individual provider, the Cabinet lobbies Welsh Government or Parliament to establish a uniform payment method for electric charging points irrespective of the provider.

Scrutiny's Recommendations to Cabinet

- 1 that the Cabinet ensures that the Powys strategy and those of the PSB, Growing Mid Wales Board and Brecon Beacons National Park align to secure a co-ordinated approach to climate change.**
- 2 That the Cabinet ensures that the Council's Climate Change Strategy aligns with the Powys Nature Action Recovery Plan and the Powys Procurement Strategy**
- 3 that as part of the transport strategy the Cabinet focus on supporting the development of local bus services utilising electric vehicles which could be a 'quick win' for the Council.**
- 4 that the Cabinet support the development of local food networks to ensure more food was produced locally and sustainably to reduce food miles.**
- 5 that the Cabinet considers the level of additional funding the Council could make available to speed up the installation of electric vehicle charging points, over and above those funded by Welsh Government and Transport for Wales as well as consideration of additional locations for charging points**
- 6 that the Cabinet lobbies Welsh Government or Parliament to establish a uniform payment method for electric charging points irrespective of the provider**

Documents Considered:

- Report of the Leader, County Councillor Rosemarie Harris.

Issues Discussed:

- The Covid Recovery Fund was £1.8m additional funding received by the Council. The Council decision was that this would be a two year programme. The Cabinet decided that funding would be divided between highways, toilets and economic regeneration. In relation to economic regeneration it was important that funding was divided fairly amongst community groups as well as on a geographic basis as far as possible.
- Discussions are ongoing about what to do with the funding which is left and how this is distributed in the forthcoming year such as for community groups. Some of the funding was allocated for arts and culture as part of budget debate. The Finance team has been extremely busy disseminating the range of funds made available during the last two years. The latest form of business support funding is by means of applications.
- £1.8m has been allocated across two years with £1.1m spent this year. In the element for the Highways Recovery Fund equating to £340k a list is provided in the report but this will need to be updated as work is still ongoing.
- 94 proposals were received totalling £750k. 54 projects were supported and awarded a grant, totalling over £498k. Any projects not meeting the criteria were supported and redirected to other sources of funding.
- Officers did ask groups who did receive or not receive funding if they would be prepared to share their experiences with the Committee but unfortunately none were available. A survey was therefore circulated to all applicants and the results were included in an appendix to the report.
- Presentation provided giving examples of two successful and unsuccessful applications.
- Questions:

Question	Response
<p>Is this an efficient way of supporting these organisations. Have you considered working through PAVO and giving a lump sum to them and let them administer that. In hindsight, is this the best way of doing it.</p>	<p>This is one off funding and not sustainable for the future and groups should not be relying on this type of funding. Some of the staff in the Service could be used in a more proactive way to identify finding funding and working with community groups. The Council should be undertaking an enabling role.</p> <p>There are many groups who want support and the Council has worked with partner organisations such as PAVO in relation to some funds asking them to take a lead, collaborating with groups and assisting them make bids. There are groups seeking funding in similar areas of work and it is better for partner organisations to assist them. For other sources of funding it is better for</p>

	<p>Council to do dealt with applicants due to the plethora of funds provided.</p> <p>In relation to the scale of funding it is probably better for them to be dealt with by the Council. Setting up arrangements with partner organisations could also have caused a delay in the distribution of funding. However, this can be reviewed in future.</p> <p>One of the difficulties of having many organisations involved is that sometimes it is difficult to know what other sources of funding are being drawn by organisations.</p>
<p>Some of the elements supported by the grant were used to shape local services. How do we know that the outcomes have been achieved i.e. the funding applied for achieved what was intended. What measures and controls were in place.</p>	<p>The Leader indicated that she would like to see a further survey undertaken after all the funding has been allocated following the second year. This might assist the Council identify groups for future funding if other sources of funding could be drawn down.</p> <p>We do ask for a full report from applicants on the delivery of outcomes and to show what they have achieved. Applicants cannot draw down the full grant until these reports have been provided.</p>
<p>How has the highways recovery fund been assessed and used. Why was this funding used for highways. The Committee was told previously that it was used for potholes to assist tourism but how does this tie into Covid recovery. How was this assessed. Was there a similar assessment undertaken for the £340k.</p> <p>Savings to be made for arts and culture in the budget was withdrawn and funding given to groups from the community recovery fund. How will this impact on the budget going forward. Can you provide background to this please. What impact will this have on the savings for these four organisations.</p> <p>The explanation provided does still not explain fully why the funding was spent</p>	<p>Potholes were identified by many Members of Council as an area where we received the most complaints. These roads are used greatly by tourists. It was assessed on safety concerns, engineering issues and complaints received and ranked in order of need £180k North and £80k Mid and south.</p> <p>The aim was to look at the infrastructure to support tourism indirectly and businesses affected by covid. Improving the network does attract people to Powys. Whilst the Council is grateful for the funding £340k is a drop in the ocean by comparison to what is spent annually on the Highway network. In terms of distribution of funding this was also tied into spending undertaken as part of the capital programme, so the areas of focus was where there was less</p>

<p>on highways.</p>	<p>spending under the capital programme.</p> <p>At the start of covid there was a shortage of staff which led to a backlog of work to be done which is how this came forward as the backlog needed to be addressed urgently.</p> <p>This funding was not just offered to arts groups. Initially they were able to bid for funding and many did not. The Council was lobbied that Council had been harsh with arts and culture venues. Work done to ensure that funding was available from other sources for these groups. This came up as part of the budget discussions and it has been made clear that this is one off funding and that they should continue to seek alternative funding as well. This funding was possible as this was last year's funding.</p> <p>Within the Covid Recovery fund there was a Council services specific fund. A sum was allocated in year one and it is this category which is being used to cover savings in relation to these organisations following lobbying from the organisations. These savings requirements have been withdrawn for this coming year and organisations have been notified.</p>
<p>Why was the covid recovery fund used to fund potholes rather than being dealt with as business as usual.</p>	<p>The volume of complaints received which meant these needed to be addressed on safety grounds.</p> <p>At the time it was felt that businesses were being hit due to Covid and the condition of roads would help tourism to address this.</p> <p>This is clearly one off funding rather than business as usual support. There is almost a limitless need for highways asset investment.</p>
<p>What other opportunities were considered when the decision was taken to spend £340k on potholes as the top priority. What else was considered on the list</p>	<p>It was because Town and Community Councils and Members were contacting the service so extensively with complaints about the condition of the road and it was a priority to address</p>

<p>such as public toilets, buildings. If potholes was the priority why did this gain the most points.</p>	<p>those issues.</p> <p>The Covid recovery programme tried to cover as many areas as possible, but there was more demand than funding available.</p>
<p>There was a need for repairs to the highways network, provide local investment, allow people to diversify and restore tourism. This has also meant that potholes not repaired using this funding will move up the list for repair which would not have been possible if the additional funding had not been available.</p> <p>However, the covid recovery fund will not be there regularly so it highlights the lack of funding available to fund future works.</p>	<p>Work is ranked following inspections. We will seek to achieve any other sources of funding to improve the network. The Portfolio Holder was confident that the Council could repair and maintain road standards to current standard.</p> <p>We were unsuccessful for the £14m levelling up funding bid, but are now making a new bid, again emphasising on tourism and boosting the economy in Powys.</p>

Main points arising from the discussion:

- Highways recovery fund – need some further explanation in relation to the need for this fund and the decision making process as to why it was a priority although it is widely supported.
- Arts and culture – transparency and risk for future years. This was acknowledged in the scrutiny observations report to the Cabinet.
- Community funding – need for further assurances about impact and outcomes in future and how this is measured.

Outcomes:

- The Committee considered that there was a need for the Council to receive assurances from those that had been in receipt of funding that the impact and outcome of the funding had been as stated on the application form.
- The Committee expressed concern:
 - that although the funding utilised for highways was widely supported by Members, its use did highlight an underfunding of the Highways Service.
 - regarding the transparency of the decision making process in relation to using one off funding to negate funding cuts in 2022-23 and the risk to these arts venues in future.
- The Committee considered that there was a need for a more detailed explanation of the assessment as to why the funding was utilised for Highways rather than for other priorities such as supporting businesses and what other priorities were also considered when the decision was taken.

Scrutiny’s Recommendations to Cabinet

- 1 that the Council receives assurances from those that had been in receipt of funding that the impact and outcome of the funding had been as stated on the application form**
- 2 that there was a need for a more detailed explanation of the assessment as to why the funding was utilised for Highways rather**

than for other priorities such as supporting businesses and what other priorities were also considered when the decision was taken

6.	SCRUTINY WORK PROGRAMME
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The Committee noted that future meetings would be held as follows:

23-06-22 10.00 – 12.00	High Street / Future use of Town Centres Housing – Housing management restructure / housing stock/ homelessness
25-07-22 14.00 – 16.00	Q1 Performance and Risk Regulatory responsibilities – Property Planning and Public Protection
19-09-22 10.00 – 12.00	Public transport networks
31-10-22 10.00 – 12.00	Q2 Performance and Risk
12-12-22 10.00 – 12.00	

The Committee noted that following a discussion with lead members dates for Working Groups would be established.

County Councillor M J Dorrance (Chair)