

## SUMMARY OF PUBLIC QUESTIONS REQUIRING A WRITTEN RESPONSE AND MEMBER REQUESTS FOR INFORMATION

### 20<sup>th</sup> November 2017

Minute No. 40	Cabinet Member Question and Answer Session – Cabinet Member for Regeneration		
<p>Cllr Wright asked a question about the documentary evidence available that would give assurances to members about the potential clients for the Carriage Works.</p>	<p>Response requested from the Head of Place Marketing and the Cabinet Member for Regeneration, Cllr Garry Perkins on 23<sup>rd</sup> November 2017 and 1<sup>st</sup> February 2018.</p> <p>It is understood from the Cabinet member, that a response would be available in January 2018 once contracts had been signed with the operator of the site.</p>		On-going
<p>Cllr Wright asked questions about the Mechanics Institute:</p> <ul style="list-style-type: none"> <li>a) The Mechanics building did sit with the Crown Estate, does it still?</li> <li>b) In order for Heritage funding to be provided the council has to enable this funding to be requested. What has the council done to facilitate this?</li> <li>c) Has the council provided any support or commitment to enable funding?</li> </ul>	<p>Responses received from the Project Manager, Economy and Skills and the Cabinet Member for Regeneration, Cllr Garry Perkins on 1<sup>st</sup> February 2017, as follows:</p> <ul style="list-style-type: none"> <li>a) Yes</li> <li>b) Any application to the Heritage Lottery Fund has to be underpinned by a commercial business plan that demonstrates the end use is financially viable. The Council has been working with the Mechanics Institute Trust to consider development options for the Mechanics Institute and has short listed a number of possible options. The Mechanics Institute Trust now need to work up a viable business plan that demonstrates how it will fund the capital refurbishment costs (with grant assistance) and ongoing maintenance of the building.</li> <li>c) The council has provided in kind support through officer</li> </ul>		Complete

<p>d) If so is it sufficient to apply for Heritage Lottery Funding?</p> <p>e) If the council is actively involved in bringing the Mechanics back into use why have members not been involved and why is there no reporting back to the council?</p>	<p>time to help guide and support the Mechanics Institute Trust in the development of options and the working up of a business plan.</p> <p>d) Further work needs to be done to agree the end use for the building and to work up a business plan that will satisfy the Heritage Lottery Fund, and then to submit an application for grant funding.</p> <p>e) The Mechanics project is included as a project in the FSL town centre projects and quarterly update (or status) reports are prepared. These are circulated to Growing the Economy Overview and Scrutiny committee.</p>	
<p>Cllr Wright asked questions about Lydiard House and Park:</p> <p>a) Concerns were raised that the maintenance figures in the transfer documents were not sufficient to meet the real need. Has this matter now been resolved?</p> <p>b) What has the council done to resolve any</p>	<p>Responses received from the Project Manager, Economy and Skills and the Cabinet Member for Regeneration, Cllr Garry Perkins on 1<sup>st</sup> February 2017, as follows:</p> <p>a) This relates to backlog maintenance. As part of the ongoing process of due diligence the Council has reassessed the backlog maintenance that we consider necessary and appropriate for the house and associated structures. The updated list has been shared with the Trust and a discussion has taken place around extent of the elements identified. The Council is currently assessing what it considers to be reasonable costs of each item and is developing a phased programme of works which it will share with the Trust. The extent of essential backlog maintenance is broadly in accord with our earlier assessment. We continue to work with the Trust with the aim of finding an agreed position which is affordable to both parties.</p> <p>b) As above. The baseline on which we tendered for an</p>	<p><b>Complete</b></p>

<p>difference between what the council was doing to keep the House open and the actual needs?</p> <p>c) Considerable investment is required for the site. Is the Trust fully empowered to obtain funding to bring the house into functional use and provide a sustainable future?</p> <p>d) How much time do you believe the Trust needs before Scrutiny is appropriate?</p>	<p>external operator included a specific figure for funding of essential backlog maintenance. This represents actual need and reflects the work that the Council would expect to undertake if the facility was to remain operated by SBC.</p> <p>c) The Trust has funding routes open to it that the Council does not. The Council will be supportive in Trust bids for external funding which will assist it in the operation of the facility.</p> <p>d) The Trust bid was submitted with a Business Plan which the Council is reasonably expected to hold them to account on. An annual review of progress against the Business Plan would be appropriate.</p>	
<p>Cllr Wright asked questions about Fleet Street:</p> <p>a) What strategy is being used to regenerate Fleet Street?</p>	<p>Responses received from the Project Manager, Economy and Skills and the Cabinet Member for Regeneration, Cllr Garry Perkins on 1<sup>st</sup> February 2017, as follows:</p> <p>a) The Council has undertaken research to uncover the issues associated with Fleet Street. In essence, many of the properties are owned by overseas institutional investors who have tenants on long leases, who are paying rent, even though the building is vacant. There is no incentive for the landowner to find another tenant, in fact they are actively disincentivised to do so. There is a secondary issue which is that the properties are currently set up for night club uses, and the area is no longer the centre of the evening economy. The properties have large footprint spread over several floors. However the majority of demand for retail units is from the independent sector. They require small, inexpensive units. So this mismatch of supply and demand needs to be addressed.</p>	<p><b>Complete</b></p>

	<p>The Council are flexible in their permissions for change of use in the area, and are promoting A1 – A3 (retail, restaurant and coffee shops) uses on the ground floor with conversion to residential above ground floor. This is being communicated in a supplementary planning document (SPD) that illustrates the vision for the area as a thriving centre for independent retailers. Officers have prepared a working draft of the Bridge Street / Fleet Street Supplementary Planning Document (SPD). The SPD has 3 objectives: to showcase the development opportunities in Fleet Street and Bridge Street in support of the marketing of the area; to support planning officers in resisting inappropriate development proposals in the area; and to provide a policy hook for any potential CPO of vacant properties in the area.</p> <p>The future of development of Fleet Street is intertwined with the design of the bus exchange. The design of the bus exchange, including points of access/egress could have significant impacts on Fleet Street. It is proposed that the SPD is not published for consultation until the final design of the bus exchange has been settled. Notwithstanding, planning officers would be keen to seek to run a workshop with Ward Members to seek their views on the working draft of the SPD.</p> <p>The council could take a more proactive approach to developing property in this area, as it has done with 1&amp;3 Faringdon Road. Indeed 1&amp;3 Faringdon Road was designed to catalyse development, to lead by example and show the private sector development industry that it is possible to bring back long term empty units into active uses on a commercial basis</p>	
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<p>b) Where will members find this strategy?</p> <p>c) You mentioned a future Transport based change for Fleet Street. What does this mean?</p>	<p>b) See above.</p> <p>c) The preferred concept design for the Bus Exchange includes the John Street Car Park site. This would potentially house around six bus stops. In terms of bus services accessing the Bus Exchange, one option would be to open Fleet Street to bus services. This could in turn facilitate traffic management changes such as making Holbrook Way two-way, which would in turn help relieve the Railway Village area of through traffic.</p> <p>The concept design shows that traffic management changes such as these are possible, but as the scheme moves into the more detailed design phase traffic modelling will be required to fully assess the impact of the proposals upon the local road network across the town centre. This work has not yet been commissioned.</p> <p>Physical changes to Fleet Street would also be required to accommodate buses, such as the removal of trees and other street furniture. Changes would also be required to the junction with Faringdon Road, and the layout on Faringdon Road itself. The feasibility and impact of such changes will be fully investigated through the design process, and therefore there is no guarantee that any changes will ultimately be made to Fleet Street.</p> <p>The Swindon Cycle Campaign has also identified the introduction of a cycle route along Fleet Street as one component of the route linking the Southern and Western Flyers. Both of these routes currently terminate on the edge of the town centre, and the aim is</p>	
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<p>d) Are you still using the Allies and Morrison report to guide the development for the area?</p>	<p>to join them up in as direct a way as possible without requiring cyclists to negotiate the one-way traffic system. Fewer physical changes would be required on Fleet Street to accommodate cycle use.</p> <p>Yes.</p>	
<p>Cllr Wright asked questions about Farringdon Road:</p> <p>a) How will members be able to relate developing infrastructure plans with the potential effects on the Farringdon Road businesses?</p> <p>b) What has produced the faith that by developing 1-3 Farringdon Road this will lead to improvements on Farringdon Road?</p>	<p>Responses received from the Project Manager, Economy and Skills and the Cabinet Member for Regeneration, Cllr Garry Perkins on 1<sup>st</sup> February 2017, as follows:</p> <p>a) Proposals for any changes to town centre infrastructure, such as new cycle routes, the Bus Exchange or traffic management changes, are likely to be brought before the Town Centre CMAG in the first instance.</p> <p>b) This was a project that was identified in the Allies and Morrison delivery plan, drawn on their experiences from successful place making in other areas. The Council is demonstrating, leading by example, to show the art of the possible in terms of regeneration and bringing long term vacant properties back into active economic use.</p>	<p><b>Complete</b></p>
<p>Cllr Wright asked questions about Milton Road Baths:</p> <p>Councillors were advised that an option appraisal report would be provided by GLL last January. This did not happen and we had a housing proposal instead. Since then we have been told there will be an options appraisal report provided by GLL. When</p>	<p>Response requested from the Project Manager, Economy and Skills and the Cabinet Member for Regeneration, Cllr Garry Perkins on 8<sup>th</sup> December 2017 and 1<sup>st</sup> February 2018.</p> <p>A response is still being sought and will follow.</p>	<p><b>On-going</b></p>

is this report due?		
<p>Cllr Wright asked questions about the Railway Village:</p> <ul style="list-style-type: none"> <li>a) Developing Infrastructure proposals could affect the Railway Village, when will members see or be able to participate in the development?</li> <li>b) Forward Swindon have asked for an extension to the pavement width on London Street (outside the Carriage Works). What work is being done to make this possible?</li> <li>c) The plan for the Mechanics is to connect it to the Community Centre (old Hospital). What work is being done to deliver this concept?</li> </ul>	<p>Responses received from the Project Manager, Economy and Skills and the Cabinet Member for Regeneration, Cllr Garry Perkins on 1<sup>st</sup> February 2017, as follows:</p> <ul style="list-style-type: none"> <li>a) Proposals are likely to be taken forward to the Town Centre CMAG for discussion in the first instance. No firm time line has been identified for this process at this stage.</li> <li>b) Some work is underway to investigate the feasibility of improving cycle facilities along the Station Road / Sheppard Street / London Street / Bristol Street route, to improve cycle access between the Railway Station, Western Flyer, Outlet Centre (via the Bristol Street Tunnel) and Southern Flyer (via Fleet Street / Faringdon Road / Farnsby Street). There are several competing needs along this corridor with narrow footways, no cycle facilities, traffic and resident's parking all needing to be taken into account. Should the removal of on-street parking be required, for example, to provide either a cycle route or to widen the footways, then alternative provision is likely to be required. In the longer-term, the re-development of the surface car parks along the northern side of the Station Road and Sheppard Street will provide opportunities for dedicated and segregated pedestrian and cycle routes.</li> <li>c) See previous section on the Mechanics Institute.</li> </ul>	<b>Complete</b>
<p>Cllr Wright asked questions about the New Bus Station and Fleming Way:</p>	<p>Responses received from the Project Manager, Economy and Skills and the Cabinet Member for Regeneration, Cllr Garry Perkins on 1<sup>st</sup> February 2017, as follows:</p>	<b>Complete</b>

<p>a) There is already development land available for building a new Bus Station on the opposite side of the existing Bus Station car park (the old Carfax St car park site). It is in a good position for the Railway Station and the Shopping Centre. Why is this not being considered for the new Bus Station?</p> <p>b) There are still no firm proposals for Fleming Way and the connectivity to the Kimmerfields site. When will councillors be able to participate in developing the proposals without attending the CMAG?</p>	<p>a) Retaining the Bus Exchange within the Kimmerfields site is an option that may be considered if funding for the preferred concept design considered by Cabinet on 6th December is not secured. The scheme has secured £3 million Local Growth Fund grant from the SWLEP, whilst funding bids for Housing Infrastructure Fund and Land Release Fund were submitted in September and November respectively. The outcome of these bids is expected shortly.</p> <p>The impact of retaining the Bus Exchange within Kimmerfields would be primarily on the land available for the individual components of the development, with less land being available for either residential or commercial development. The need to retain suitable access for buses to access the Bus Exchange would also need to be taken into account.</p> <p>The view of both major bus companies operating within Swindon is that proximity to the main retail heart of the town, The Parade, is more important to them, and their customer base, than proximity to the Railway Station. Evidence indicates that Bus / Bus is more important in Swindon than Bus / Rail in terms of interchange.</p> <p>b) The Bus Exchange and Fleming Way scheme considered by Cabinet on 6th December sets out the preferred concept design option for Fleming Way. This includes the removal of the existing subway at The Parade and the re-grading of Fleming Way, which would become primarily for bus and taxi use only. The existing dual carriageway would be removed and replaced with a single carriageway road.</p>	
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	Access arrangements into the Kimmerfields site will be subject to the outcome of the Masterplan review and will be reported to Cabinet in July once this review is finalised. This will include pedestrian and cycle routes across the Kimmerfields site, as well as public transport and vehicular access into the site.	
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**SUMMARY OF PUBLIC QUESTIONS REQUIRING A WRITTEN RESPONSE AND MEMBER REQUESTS FOR INFORMATION**  
**11<sup>th</sup> December 2017**

<b>Minute No. 48</b>	<b>Leader of the Council: Six Month Update</b>	
Councillor Dale Heenan raised the issue of member engagement with Cabinet members and senior officers in suggesting pilot schemes to meet Council objectives, especially at a practical level in helping to achieve savings.	<p>Response received from the Head of Information and Technology on 31<sup>st</sup> January 2018 as follows:</p> <p><b>Dear Members</b></p> <p>As you will know, the council, like all other local authorities, currently has some significant financial challenges. As such we are continually on the lookout for new ideas about new and innovative ways to address this challenge. To that end, officers would welcome any specific ideas that Members may have on how to contribute to the target of saving £30 million in 30 months for the Swindon Programme.</p> <p>There are four themes to the Swindon Programme, which are; Organizational Excellence, Demand Management, Commissioning and Procurement, and Commercialisation. Further details of each theme can be found on the council's</p>	<b>Complete</b>

	<p>intranet pages at <a href="http://oneswindon/swindonprogramme/Pages/default.aspx">http://oneswindon/swindonprogramme/Pages/default.aspx</a>. We are currently finalising the first wave of projects, and information on these will be available on these pages in due course.</p> <p>One of the key areas of the Swindon Programme is the service redesign inside the Council which will enable departments to become more digital and help the organisation become more modern efficient and effective. Members who have a particular interest in this should contact Cllr Williams who holds a monthly CMAG on digitisation.</p> <p>A discussion takes place at LAG on the progress of the Swindon Programme on the third Thursday of each month which forms a key part of the Programme Governance. Conservative Group and Labour Group are engaged on an ad hoc basis which is working out to be around every two months. Opportunities exist during all these sessions or indeed at any time to share ideas or suggestions that Members think may add value to the programme. Members can also send the suggestions by email directly to Glyn Peach <a href="mailto:gpeach@swindon.gov.uk">gpeach@swindon.gov.uk</a> or to <a href="mailto:ideas@swindon.gov.uk">ideas@swindon.gov.uk</a> with the subject of the email marked as "MEMBER IDEA". All ideas will be passed on to the relevant Theme Lead for consideration and a response will be provided.</p> <p>We look forward to receiving your contribution</p>	
<p align="center"><b>SUMMARY OF PUBLIC QUESTIONS REQUIRING A WRITTEN RESPONSE AND MEMBER REQUESTS FOR INFORMATION</b>  <b>8<sup>th</sup> January 2018</b></p>		

Minute No. 54	Budget Setting Process 2018/19		
Scrutiny Committee request for additional detailed information in relation to the budget 2018/20.	Response received from the Director of Finance on 23 <sup>rd</sup> January 2018, as follows:		Complete
	<div> Schedule of Fees and Charges for 201</div>		


## SUMMARY OF PUBLIC QUESTIONS REQUIRING A WRITTEN RESPONSE AND MEMBER REQUESTS FOR INFORMATION

### 12<sup>th</sup> February 2018

Minute No. 59	Public Question Time		
Following on from a public question submitted by Mr Worman, Cllr Bob Wright queried if there is any special interest on the land proposed for the UKBN mast at Cassini Drive (other than it being on a bridlepath next to a school, with a national oil pipeline underneath it).	Response requested from the Director of Digital Services and Corporate Programmes and the Cabinet Member for Strategic Planning and Sustainability, Cllr Toby Elliott on 14 <sup>th</sup> February 2018.		<b>On-going</b>
Minute No. 61	Consideration of Cabinet Decisions		
Following on from a question submitted by Cllr Des Moffatt on how the projected £5.5m increase in Council Tax in 2019/20 will be funded from an	Response received from the Director of Finance on 28 <sup>th</sup> February 2018.		<b>Complete</b>

<p>expected growth in housing numbers, Cllr Bob Wright queried what the projected numbers of houses is to bring in this amount of funding.</p>	<p>Of the £5.5m increase in council tax the amount attributable to growth in the taxbase is £1.7m, which is an increase of 1,244 Band D equivalent properties. Please note the taxbase is not just affected by number of new properties but also changes in discounts (predominantly council tax support and single person discount).</p>	
<p>Cllr Des Moffatt raised a question about the Library Service, and asked if any other Local Authority has put core library services in a Trust Model. Cllr Moffatt suggested that satellite library services have adopted a Trust Model, but not core services in any other Local Authority. He also noted that processes with the Charity Commission take a long time to progress and conclude, and asked if conversations with them have started.</p>	<p>Response received from the Commissioner – Routes to Employment, on 7<sup>th</sup> March 2018, as follows:</p> <p>Many Library authorities have put their core library services in a Trust Model. Our work with Mutual Ventures to develop the Business Plan for a Public Sector Mutual has provided a good level of national intelligence.</p> <p>We are aware of a large number of authorities who have done this (over 25) and examples are below.</p> <ul style="list-style-type: none"> <li>• Devon – <u>Libraries Unlimited</u> – Took over Devon Libraries from April 2016. Torbay to be taken over by Libraries Unlimited (Devon) (December 2017)</li> <li>• Dudley – <u>GLL to take over new libraries/archives mutual for at least five years. (2017 – 2): Employee-led mutual to run libraries/archives/adult learning from April 2016.</u></li> <li>• <u>Dundee</u> transferred its libraries late in 2011 to <u>Leisure &amp; Culture Dundee</u>.</li> <li>• East Ayrshire – <u>transferred to East Ayrshire Leisure Trust, 1st July 2013.</u></li> <li>• East Renfrewshire – <u>Plan to transfer libraries/leisure centres/community halls/theatre to Trust by Summer 2015. Confirmed December 2014.</u></li> </ul>	<p><b>Complete</b></p>

	<ul style="list-style-type: none"> <li>• <a href="#">Falkirk</a> changed over 1st July 2011 (Fife – <a href="#">Part of Fife Cultural Trust</a>).</li> <li>• <a href="#">Greenwich</a> – <a href="#">GLL</a> took over provision in <a href="#">April 2012</a>.</li> <li>• <a href="#">Hull</a> – <a href="#">Libraries formally handed over to Hull Culture and Leisure Trust (HCAL)</a>. (March 2015)</li> <li>• <a href="#">Lambeth</a> – <a href="#">Upper Norwood Library Hub</a> (December 2017).</li> <li>• <a href="#">Lincolnshire</a> – <a href="#">GLL takes over 15 “core” libraries</a>. (April 2016)</li> <li>• <a href="#">Northamptonshire</a> – <a href="#">Now run by First for Wellbeing (community interest company focusing on integrated wellbeing inc. health, libraries, parks]</a> (2016)</li> <li>• <a href="#">Nottinghamshire</a> – <a href="#">Libraries become part of non-profit trust Inspire (along with archives and culture, music teaching, community learning and skills service, music hub and education library service)</a>. (November 2015), announced November 2013.</li> <li>• <a href="#">Luton</a>. <a href="#">Luton Culture</a> runs theatres, libraries and museums as a charitable trust. <a href="#">North Lanarkshire</a> – Moved to <a href="#">Culture NL</a>. July 2013.</li> </ul> <p>No conversations have taken place with the Charities Commission yet as we are currently working on the implementation plan moving forward following the Business Plan proposal.</p>	
Cllr Des Moffatt requested an explanation on the proposed savings expected as a result of the digital redesign of service delivery in Street Cleaning to deliver efficiency savings from the service area and the support functions.	Response requested from the Acting Head of Streetsmart on 14 <sup>th</sup> February 2018.	<b>On-going</b>
Request from Scrutiny to be provided with reassurance that any learning points from	Response requested from the Director of Digital Services and Corporate Programmes on 14 <sup>th</sup> February 2018	<b>On-going</b>

Northamptonshire County Council's current situation is being considered as part of the Council's transformation and digitisation programme.																		
Cllr David Renard undertook to circulate a copy of the letter he has sent to Dominic Raab MP, Minister of State for Local Government, regarding the Housing Revenue Account Self Financing Debt Settlement 2012, as well as a copy of any response received.		Copy of letter sent to Dominic Raab MP circulated to members of Scrutiny on 14 <sup>th</sup> February 2018.  18.02.12 DR.dcc.DR MP.docx  A copy of any response received will be circulated once available.	Complete															
Cllr Mark Dempsey queried what the additional needs will be in Swindon if the free schools programme is frozen.	<p>Response received from the Head of Education and the Cabinet Member for Children's Services and School Attainment on 6<sup>th</sup> March 2018, as follows:</p> <p><a href="#">School Place Demand</a></p> <p>The tables below summarise the primary and secondary school place demand that has previously been reported to Cabinet (Cabinet Minute 46, 2016/17 refers). The tables also provide an update on progress and estimated cost of the new provision:</p> <p><a href="#">Primary</a></p> <table><tr><th>School</th><th>Number of schools</th><th>Forms of Entry</th><th>Progress</th><th>Est. capital cost to SBC</th></tr><tr><td>New school for North Swindon</td><td>1</td><td>2</td><td>Approved by Cabinet in June 2017, the academy sponsor process is underway. Planned opening September 2019</td><td>£8.5m</td></tr><tr><td>Abbey Farm</td><td>1</td><td>2</td><td>Free School approved in wave 12 – September 2020 potential opening.</td><td>£0</td></tr></table>		School	Number of schools	Forms of Entry	Progress	Est. capital cost to SBC	New school for North Swindon	1	2	Approved by Cabinet in June 2017, the academy sponsor process is underway. Planned opening September 2019	£8.5m	Abbey Farm	1	2	Free School approved in wave 12 – September 2020 potential opening.	£0	Complete
School	Number of schools	Forms of Entry	Progress	Est. capital cost to SBC														
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Abbey Farm	1	2	Free School approved in wave 12 – September 2020 potential opening.	£0														

	Wichelstowe	2	4	Middle Wichel Free School approved in wave 11. West Wichel required to open at a later date.	£0 £8.5m
	Central urban area	1	2	Feasibility study underway to identify schools with potential for expansion. No developer contributions as the need is likely to fall under Community Infrastructure Legislation (CIL).	£8.5m
	Central urban area	1	1	As above	£5m
	Badbury Park	1	1	Free school approved in wave 12	£0
	South Marston	1	1	Proposal has been designed. Planning application for the housing (2300 homes) has not been approved yet, but will produce s106 contributions subject to negotiation.	£5m
	New Eastern Villages	4/5	8/10	Free School approved for one 2FE school in wave 11 No planning applications have been approved. The size of the development has increased and we have 6 primary school sites reserved. There will be s106 contributions subject to negotiation.	£0 £51m
	Kingsdown	1	2	There will be s106 contributions subject to negotiation.	£8.5m
	<b>Total</b>		<b>23/25</b>		<b>£95m*</b>
*approximately £34m already delivered through Free Schools					

Secondary

School	Forms of Entry	Progress	Est. cost to SBC
Great Western Academy (North Swindon)	5 - 7	Free school approved in wave 9, opening in September 2018	£0
The Deanery (Wichelstowe)	7	Free school approved in wave 9, opening in September 2019	£0
New Eastern Villages (NEV)	10FE	New secondary school required for 8,000 to 10,000 homes development to the East of Swindon. There will be s106 contributions subject to negotiation, but significant risk over timing, cash flow and potential shortfall of contributions.	£25m
<b>Total</b>	<b>22 - 24FE</b>		<b>£25m*</b>

\*approximately £50m already delivered through Free Schools

The table shows that whilst approximately £84m worth of provision has been secured through the Free School programme, there is a significant amount of new provision needed to meet strategic housing growth (£120m).

Further information to be provided to clarify the position around debt repayment and the position of future interest rate changes on the Councils budgetary position.

Response received from the Head of Finance on 6<sup>th</sup> March 2018.



Briefing Note - long term borrowing.docx

**Complete**

Cllr Mark Dempsey requested information on:  
1) The number of Borough Council employees being paid less than the 'real living wage' as

Response requested from the Director of HR and OD on 14<sup>th</sup> February 2018.

**On-going**



<p>set out by the Living Wage Foundation.</p> <p>2) Whether the number above is lesser or greater than last year.</p> <p>3) What the potential cost could be to the Council if the employees being paid less than the 'real living wage' had their salaries increased to this level.</p>		
<p>Cllrs Des Moffatt and Bob Wright requested information on:</p> <p>1) How many Borough Council employees are on a retained situation or zero hours contract, and have been on this more than 6 months.</p> <p>2) The employees that are on zero hour contracts, are they on variable wages or on a minimum wage (numbers and profile).</p>	<p>Response received from the Director of HR and OD on 7<sup>th</sup> March 2018, as follows:</p> <p>Swindon Borough Council does not employee staff on a zero hours contracts.</p> <p>The Council does however engage casual workers, 314 casuals workers have provided work for the council in the last 6 months, of those 60 already have a permanent role with the Council.</p> <p>Casual Workers are engaged for a variety of roles from Education Officers, Community Support workers to Museum Attendants. Casual workers are paid a the rate set for the role they undertake. All roles are aligned to a grade and salary within the Councils pay scales.</p> <p>The term 'casual' refers to circumstances where there is a clear understanding that the individual has no obligation to be available for work, and the Council has no obligation to provide work. Casuals supply services on an irregular or flexible basis, often to meet a fluctuating demand for work, or to cover a short, specific or one off piece of work.</p>	<p><b>Complete</b></p>

	<p>Individuals will only be paid for the hours they work. They will have no service conditions or continuity of service between engagements. There will be no obligation for either the Council to provide work or for the casual worker to undertake the work.</p> <p>Where appropriate, service areas will establish a register of people who are both available at very short notice and have the relevant skills and, where necessary, qualifications to carry out specific jobs / tasks and have the appropriate clearances.</p>	
<p>The following councillors requested further information:</p> <p>1) Cllr Ray Ballman referred to the high volume of traffic on Gypsy Lane and asked about the air quality monitoring in this area.</p> <p>2) Cllr Jim Robbins asked if there is an air quality monitor on Rodbourne Road.</p>	<p>Response received from the Consultant in Public Health and the Cabinet Member for Housing and Public Safety on 15<sup>th</sup> February 2018, as follows:</p> <p>1) We do not have air quality monitoring on Gypsy Lane at present. Our modelling indicates that the predicted levels of Nitrogen dioxide are far below DEFRA's threshold. Gypsy Lane is a fairly straightforward road, with no significant canyon effect, and with an orientation exposed to the prevailing SW and NE wind flows. We will review this model when our key assumptions changes. I am happy to go through our models and assumptions in more detail.</p> <p>2) We have air quality monitoring tubes on Rodbourne Road. These have been in place for a few years now. The measurement of Nitrogen dioxide at this site correlates with the presence of road works affecting traffic flow. The annual corrected mean reading in 2017 Annual Status Report (based on 2016 data) is 26.5 µg/m<sup>3</sup> to the South and West of the railway line and 37.6 µg/m<sup>3</sup> a on the more heavily congested Northern stretch the nearest residential receptor. We maintain</p>	<b>Complete</b>

		a watching brief on the Northern portion particularly.	
Further clarification was sought on the contract signed with UK Broadband Networks Ltd and the resident take up milestones that have to be achieved before the council releases payment, and the breakdown of customer numbers across the re-sellers.		Response requested from the Director of Digital Services and Corporate Programmes on 14 <sup>th</sup> February 2018	<b>On-going</b>
<b>Minute No. 62</b>	<b>Cabinet Member Question &amp; Answer Session – Cabinet Member for Housing and Public Safety</b>		
Cllr Gary Sumner asked for further information about what the council does to test fixed appliances such as showers or extractor fans in its housing stock. He also sought clarification about the whether carbon monoxide detectors were fitted to all properties and if it was a legal requirement for them to be fitted.		<p>Response received from the Acting Director for Communities and Housing on 14<sup>th</sup> February 2018.</p> <p>Fixed electrical appliances are tested as part of the 10 year electrical test. These will also be inspected on all void properties before a relet takes place.</p> <p>He also sought clarification about the whether carbon monoxide detectors were fitted to all properties and if it was a legal requirement for them to be fitted.</p> <p>The Smoke and Carbon Monoxide Alarm (England) Regulations 2015 have been approved by Parliament and came into force on 1 October 2015. Private sector landlords are required from 1 October 2015 to have at least one smoke alarm installed on every storey of their properties and a carbon monoxide alarm in any room containing a solid fuel burning appliance (eg a coal fire, wood burning stove). After that, the landlord must make sure the alarms are in working order at the start of each new tenancy. Registered Providers of social housing (includes the Council) are</p>	<b>Complete</b>

	excluded from these regulations as at the time of writing the regulations far more private homes were without detection equipment. The Council has a carbon monoxide detector installed where there is a gas burning appliance.	
<b>Minute No. 63</b>	<b>Review of the Council's Civil Resilience and Response in Emergency Situations</b>	
Scrutiny requested further information on the regular learning sessions held following incidents within Swindon, containing detail on what is working well and what needs improvement.	Response requested from the Director of Public Health on 14 <sup>th</sup> February 2018.	<b>On-going</b>