



DINAS A SIR CAERDYDD  
CITY AND COUNTY OF CARDIFF

COUNCIL SUMMONS

DYDD IAU, 20 MEHEFIN 2019

GWYS Y CYNGOR

THURSDAY, 20 JUNE 2019,

## PAPURAU ATODOL

**Eitem** Disgrifiad a Rhif (au) Tudalen

**Eitem 20** Cwestiynau Ysgrifenedig (*Tudalennau 3 - 28*)

*Yn unol â Rheolau Gweithdrefn y Cyngor, Rheol 17(f), caiff Cwestiynau Ysgrifenedig eu hystyried a'r ymateb ei gynnwys fel cofnod yng nghofnodion y cyfarfod.*

**Davina Fiore**  
Cyfarwyddwr Llywodraethu a Gwasanaethau  
Cyfreithiol

Neuadd y Sir  
Caerdydd  
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Dydd Gwener, 14 Mehefin  
2019

Mae'r dudalen hon yn wag yn fwriadol

**COUNCIL, 20 JUNE 2019 : WRITTEN QUESTIONS****CHAIR OF PLANNING COMMITTEE**  
**(COUNCILLOR KEITH JONES)**

W1	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></b></p> <p>There are many eyesores or unfinished properties which attract anti-social behavior and pests and also remain unoccupied for years. Is there a timeline for the completion of residential building development projects?</p> <p><b><u>Reply</u></b></p> <p>Planning permission, where required, will include a condition that relates to the commencement of the works, with completion being at the discretion of the landowner.</p> <p>Untidy land can be the subject of investigation under the Planning Act, but whether such investigation will lead to action through the courts will depend on the severity of case and the harm that is being caused to the amenity of the immediate area.</p> <p>Investigations are undertaken on a case-by-case basis and, should you wish to be advised of a particular development, then I can arrange for officers to investigate.</p>
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**CLEAN STREETS, RECYCLING AND ENVIRONMENT**  
**(COUNCILLOR MICHAEL MICHAEL)**

W2	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>How much pedestrian space will be sacrificed for the installation of on street EV charging points?</p> <p><b><u>Reply</u></b></p> <p>The installation of the first Electric Vehicle (EV) charge points in the city has been careful to take account of the need for pedestrian flow around the equipment. The equipment is installed at the pavement edge and, as part of this pilot; officers have also sought advice on relevant access and equality implications.</p>
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	<p>The minimum space required for pedestrian access on a pavement is 1.2 metres and this has been maintained in all the current installations and will be complied with in any future projects. The aim is to minimise obstruction by careful placement and use of smaller infrastructure.</p>
W3	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>When lane gating was introduced residents were assured that it would not affect routine cleansing and maintenance compared to non-gated lanes. Is this still the case?</p> <p><b><u>Reply</u></b></p> <p>Yes, gated lanes are treated in the same way as ungated lanes in terms of cleansing.</p>
W4	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>What proportion of public litter bins in Gabalfa are either full or have side waste present when emptied?</p> <p>Are emptying frequencies increased if bins are consistently full?</p> <p><b><u>Reply</u></b></p> <p>No information is held about whether litter bins in Gabalfa are either full or have side waste present when they are emptied. However, the teams emptying litter bins in a given area will report back to the Cleansing Supervisor if there is an issue with consistently full litter bins and this area will then be monitored to establish if there is a need for extra litter bins or if there is a need to alter the emptying schedule to meet demand. We are also currently looking into the potential installation of sensor technology in litter bins that would automatically alert us to when litter bins are full and require emptying.</p>
W5	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK</u></b></p> <p>A big step to a plastic free city and reducing single use plastics is to ensure we have drinking water fountains available in all public spaces throughout the city. Does the council have any intention and timeline to ensure this happens?</p>

**Reply**

The Council is fully on-board with preventing plastic pollution and switching from single-use plastics to more sustainable alternatives. We have looked into water fountains, but have found that the 'Refill' model provides a better alternative. The Welsh Government is also committed to making Wales the world's first 'Refill Nation'. Unfortunately, water fountains can be easily vandalised, particularly in the city centre, and, as a result, the cost of repairing and maintaining them can be high. Furthermore, a Refill scheme provides wider coverage across the city as refill stations are often located where water fountains could not be.

Officers are currently working with the Refill Campaign organised by City to Sea to encourage local businesses and community organisations to sign up to the scheme, which enables anyone to refill a water bottle for free. There are already over 80 refill stations in Cardiff. All council hubs and libraries are signed up, as well as many local and national businesses across Cardiff. Those that are signed up can be found on the Refill App or can be identified by the Refill sticker displayed in the window of their premises.

The Council was also pleased to support National Refill Day yesterday (19<sup>th</sup> June 2019) and a 'bottle exchange' that was held in the city centre in partnership with the Refill Campaign. Further information on how to download the Refill App to help find the locations of the refill stations in Cardiff can be found at:

<https://refill.org.uk/get-the-refill-app/>

W6

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

Air Quality in Llandaff is a real concern for residents, parents of children and local schools. Besides the testing carried out by the council's own SRS services, has any other testing of the Air Quality been carried out in Llandaff by consultants preparing reports to the council and Welsh Government and, if so, can you publish that information to us?

**Reply**

Other than the air quality monitoring facilitated by Shared Regulatory Services (SRS), no further monitoring has been undertaken in Llandaff. SRS are currently looking to enhance monitoring capabilities in Llandaff by acquiring an automated monitoring system.

	<p>The works undertaken to meet the legal direction on clean air from Welsh Government have utilised approved air quality and transport modelling techniques. The modelling has used local traffic and SRS' air quality datasets to provide air quality projections for Llandaff, which show that air quality standards will be achieved by 2021. The results of this work were reported to Cabinet last week and the full reports are available online. The final report will be provided to Welsh Government by the end of this month to ensure that the Council complies with the legal direction.</p>
W7	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Will the council be providing clear information to residents regarding how the recently installed electric vehicle charging points can be utilised?</p> <p><b><u>Reply</u></b></p> <p>The new Electric Vehicle charge points are not yet operational and are in the final stages of connection and testing, with on-street road markings to define the bays to be installed shortly.</p> <p>The Council's Communications team is working closely with the operator to ensure that clear information is communicated to residents at the appropriate time. This will include information on who is operating the charge points and how customers can use them.</p>

**CULTURE AND LEISURE**  
**(COUNCILLOR PETER BRADBURY)**

W8	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE</u></b></p> <p>What support to date has the Council provided to Pride Cymru's bid to host a future EuroPride in Cardiff?</p> <p>How will the Council be supporting the Pride Big Weekend this year?</p> <p><b><u>Reply</u></b></p> <p>Pride Cymru have not approached the Council for support in respect of any future EuroPride event; however, we are aware that it has been a long term aspiration for them. Pride Cymru are aware that we will be happy to consider any bid when approached to do so.</p>
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	<p>The Council continues to liaise with Pride Cymru Big Weekend organisers to understand their requirements for the event and discussions are ongoing; however, the level of support to be provided has not been determined to date.</p>
W9	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE</u></b></p> <p>How can the public obtain access to the Council's database of lost, damaged and vandalised property on historical sites owned by the Council, such as Cardiff Castle, City Hall, the Norwegian Church and the Mansion House?</p> <p>How does the Council try to reduce such incidents, whether accidental or deliberate?</p> <p><b><u>Reply</u></b></p> <p>The insurance claims system, LACHS, holds records of claims made under the Council's property insurance policy, including payments made in settlement. This will include any claims made in respect of Cardiff Castle, City Hall, the Norwegian Church and the Mansion House, which are all currently insured. This database is not made publicly available.</p> <p>Each venue is unique with differing security and inspection requirements and, as public buildings, are all subject to general wear and tear. Any damage, either accidental or deliberate, would be dealt with on a case-by-case basis involving the Council's Insurance team, the Facilities Management service for any repairs and, potentially, South Wales Police if considered appropriate.</p>
W10	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>What funding has been made available to the Gabalfa ward for green space improvements in each of the last 5 years?</p> <p><b><u>Reply</u></b></p> <p>The total sum available from section 106 contributions stands at £197,928.51.</p>

W11

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

Roath Park lake water flow is still not healthy. Will the lake be out of use again this summer or are we taking steps to ensure the lake is healthy and is an attraction throughout peak tourist time?

**Reply**

I'm not aware that the Council has received any information or advice from Natural Resources Wales to suggest that the lake water flow is not healthy. The flow of water from the Nant Fawr feeder is controlled by levels of rainfall, which are currently favourable. If you are referring to a reduced flow due to other reasons, then I would be grateful for any specific details so that I can discuss the matter with officers and Natural Resources Wales.

The growth of weed that occurs annually indicates that the water quality is particularly good for this to thrive. Arrangements are in hand to carry out surface weed cutting in July to ensure that boating is unaffected. We have also cut back vegetation around the lake and cleared the weir traps in order to assist with the flow of water from entry to exit.

As you will be aware, activities on the lake were suspended last summer owing to the presence of Blue Green Algae. This is a natural occurrence and there are no preventative measures that the Council can take to halt its emergence.

W12

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

I have been contacted by residents who are regular users of the pool at Fairwater Leisure Centre and who have concerns regarding the decision by GLL to cut the opening hours to the pool. They have been told in writing that "savings have to be made in order to get us to break-even point". Do these residents need to be concerned that more cuts in closing times will be in the pipeline to make more savings, and does the council have contingency plans in place in the event that GLL fails, and what are they?

**Reply**

Under the terms of the partnership agreement, GLL are permitted to make minor modifications to the delivery of service in order to reflect trends in usage. Over the 15-year contract, GLL will regularly review programmes to ensure that provision is agile and meeting the needs



of service users. GLL also have a strong customer focus, which includes customer feedback satisfaction and feedback systems, designed to inform improvements, including programming.

The contract agreement has been developed to ensure that the Council's outcomes are met and continuous improvement is achieved throughout the contract period. Comprehensive and robust governance arrangements are in place to ensure that the contract is adhered to; mitigating what is a low risk of contract failure.

Governance arrangements include monthly, quarterly and annual performance reporting mechanisms, as well as the strategic overview from the Project Liaison Board. Under the performance monitoring system within the contract agreement, financial deductions will apply for failure to achieve the required performance standards.

## **EDUCATION, EMPLOYMENT AND SKILLS** **(COUNCILLOR SARAH MERRY)**

W13

### **WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

How many children are there attending Cardiff schools that have not been inoculated against MMR (Measles, Mumps and Rubella), and what training is in place for teaching staff to recognise symptoms, and what measures are in place in the event of outbreaks of these diseases?

#### **Reply**

Schools are not required to capture data on individual pupils' inoculation records; however, I am advised that Cardiff and Vale University Health Board (UHB) does hold data in respect of children from Reception to Year 13 who are resident in Cardiff, but this does not mean necessarily that they attend a Cardiff School. The Cardiff and Vale UHB also has an Immunisation Co-ordinator who supports work to increase the levels of take up of both MMR vaccines for children within the region.

All schools in Cardiff are aware that instances of Measles, Mumps and Rubella (MMR) are notifiable diseases, meaning that GP's are required to notify any cases to Public Health for them to consider what intervention is required. This may mean working with the Council to pass on important information to particular schools and parents about being vigilant relevant to communicable diseases and

advising parents to seek attention from GP's should any related symptoms be displayed by their children.

All schools have been provided with well-established guidelines from Public Health on the action to take and reporting requirements in relation to communicable diseases, including Measles, Mumps and Rubella. The Council's Health and Safety Officers, who support every Cardiff maintained school, also provide briefings, advice and guidance to schools on communicable diseases and the importance of good hygiene standards. Advice is also provided by schools to expectant mothers on any known communicable diseases in the school, which could affect the health of an unborn child.

## **FINANCE, MODERNISATION AND PERFORMANCE** **(COUNCILLOR CHRIS WEAVER)**

W14

### **WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR**

What steps is the council taking to make Cardiff a happier and less stressed city following reports that Cardiff has been reported as having the highest stress levels in the UK for at least 3 years?

#### **Reply**

In order to understand differences in well-being between communities in Cardiff, the 2018 Ask Cardiff survey asked respondents a series of questions about their mental health, satisfaction with life, levels of happiness and anxiety, and the extent to which they felt the things they did in their life are worthwhile.

The findings showed that satisfaction across these dimensions of well-being was higher amongst the 55+ age group and those in the least deprived areas of the city, but was noticeably lower amongst under 35s, those from a minority ethnicity, people living in the most deprived areas of the city and respondents who identify as disabled or with a health condition. In addition, more than a third of those who identify as disabled (37.9%) reported their sense of well-being as having declined over the last 12 months. A third of respondents who reside in the most deprived areas (33.3%) also reported a decline.

These more granular results suggest that the city's most deprived and vulnerable communities are, perhaps unsurprisingly, suffering greater levels of stress and lower levels of well-being. We know that poverty is damaging for our economy and our society. It also places

major pressures on public services and casts a long shadow over too many lives. That's why, in Capital Ambition, the administration set out its commitment to improving people's lives through, for example, a continued focus on education; targeted approaches to tackling poverty; supporting people into work; delivering affordable housing and being a Living Wage City.

In addition, as a major employer, the Council has implemented a number of measures to improve the health and well-being of its staff, in line with our Health and Wellbeing Strategy that was introduced in January 2016. This has included the formation of a Health and Wellbeing Group, whose objective is to change the culture and mind-set of health and well-being within the organisation.

Following on from the creation of the Health and Wellbeing Group in 2016, a number of initiatives, programmes and training courses have been implemented to help employees with their overall health and wellbeing, as well as stress and mental health issues.

After our success in attaining the Corporate Health Standard Bronze Award in 2016, the Council attained the Silver Award in 2018. This award shows the ongoing good work that the Council has done in relation to the health and wellbeing of its employees.

The Council, through the Academy, is providing training on a range of health and wellbeing topics. These include mental health training for managers, which has been extremely successful. We are currently piloting mental health awareness training for employees. Training for Time to Change Wales employee champions has also been provided and, subsequently, a Time to Change Wales group was set up to look at mental health promotion across the organisation.

The Council's Stress Control programme remains popular. This 4-week programme provides practical advice and exercises to help employees with any stress or anxiety issues. There is also a stress control one-to-one course, which provides extra support for colleagues who feel that they need it. The Academy is also piloting a Thrive and Survive Menopause course.

An Employee Counselling Service (ECS) and Employee Assistance Programme (CareFirst) are available to all employees who work for the Council. ECS provides face-to-face counselling for employees and CareFirst provides telephone and online support from trained counsellors. Employees, including teaching staff, are also able to access the Education Support Partnership, which provides a

telephone and online service dedicated to any employees working in a school setting.

HR People Services continue to work closely with the Occupational Health team, particularly in the promotion of the ECS and EAP services. An on-site massage service has been procured and is extremely popular with employees in helping to address muscular issues and helping to relieve stress among employees. We also promote the physiotherapy services provided by the Occupational Health team.

The Council has created a Health and Wellbeing Directory, which lists internal and external support services on a wide range of health and wellbeing topics. This is updated regularly. A Health & Wellbeing intranet page is also available to all employees and includes a specific section on mental health support.

Targeted communications are also issued to employees in line with national awareness days/months, as well as a monthly newsletter which features mental health support services as a standing item. Health and Wellbeing fayres have also been introduced and are well attended by employees. Internal and external organisations attend and are available to talk to employees on a wide range of subjects, including mental health and how to relieve stress.

**HOUSING AND COMMUNITIES**  
**(COUNCILLOR LYNDA THORNE)**

W15	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR ROBSON</u></b></p> <p>Does the Council own any municipal garages?</p> <p>If so, how many, and how many are empty?</p> <p><b><u>Reply</u></b></p> <p>The Council’s Housing Service owns 945 garages, which can be rented by Cardiff residents for the purpose of car storage. Of these, 671 garages are currently occupied and 274 are empty. However, it should be noted that some of these are being held vacant ahead of a review of their use.</p> <p>A garage review was undertaken in 2016/17, which included a survey</p>
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of all of the housing garage sites and a review of the existing lettings policy and rent levels that were benchmarked against other local authorities. Following this review, a long-term strategy was developed to decide the future of the housing garage sites. This included:

- A programme of improvement works for the sites that have the potential to be well used or in high demand; and
- Where demand is low, consideration of alternative uses, such as redevelopment, remodelling or sale in line with the Council's disposal policy.

The programme of improvement works is going well with the following phases completed to date:

Phase 1 – Tongwynlais, Gwaelod Y Garth and Morganstown

Phase 2 – Leckwith, Heath and Ely

Phase 3 & 4 – Fairwater

13 sites have been identified as underused and with potential for redevelopment. Proposals for these sites will be developed in the near future; however, it should be noted that these sites can be quite constrained and development options may therefore be limited.

The Council's Strategic Estates team also manages 6 garages and all are currently subject to a lease.

W16

**WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR**

What plans does the council have for new social housing in the Gabalfa ward over the next 5-10 years?

**Reply**

The Council has commenced work on site of the new housing development at Briardene, off North Road in Gabalfa. This Cardiff Living scheme will deliver 39 new homes overall, comprised of 9 council social rent units and 30 homes for open market sale.

**INVESTMENT AND DEVELOPMENT**  
**(COUNCILLOR RUSSELL GOODWAY)**

W17	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR HOWELLS</u></b></p> <p>How much empty living space is there above commercial properties owned by the council and are there any plans to bring this into occupancy?</p> <p><b><u>Reply</u></b></p> <p>There are two vacant residential units above retail units within the Council's portfolio. The intention is to sell these retail parades so the private sector can invest to bring them back into occupation.</p>
W18	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>What arrangements have been made for Lakeside Homes to utilise the former Wedal Road HWRC as a carpark?</p> <p><b><u>Reply</u></b></p> <p>The Council no longer own this site, which was sold to Cardiff &amp; Vale University Health Board (UHB) last year. This is therefore a matter for the UHB to comment on.</p>
W19	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Please provide costings for the refurbishment works being carried out this year at City Hall?</p> <p><b><u>Reply</u></b></p> <p>The cost of the ongoing refurbishment of the stone balustrades around the City Hall roof for health and safety reasons is £180,000. No other refurbishment works to City Hall are currently planned.</p>

**STRATEGIC PLANNING AND TRANSPORT**  
**(COUNCILLOR CARO WILD)**

W20

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE**

What research has the Council undertaken into the effects on traffic movements during the annual Car Free Day?

What more can the Council do to discourage road traffic displacement on Car Free Day from the city-centre to other destinations within the city?

**Reply**

Car Free Day 2019 took place on Sunday 12<sup>th</sup> May 2019 in the city centre, once again partnering with HSBC Let's Ride. This involved the closure of the Civic Centre area, North Road, Castle Street, High Street and St Mary Street.

To limit disruption for buses, we arranged a partial closure of Westgate Street, leaving the northbound lane open for buses. This arrangement, combined with Cardiff's usual protocols for event days, allowed buses to operate on the day.

The public were given advance notice of the event via the Variable Message Signs on the major arterial routes in the week leading up to the event. Throughout the event, city centre CCTV was also monitored by the Traffic Management team, who took note of movements and potential areas of congestion on roads outside of the closure area. No major traffic disruption was reported on the day, although we have no hard data to assess the level of any displacement of traffic onto specific routes.

To further monitor traffic movements, we installed air quality monitors at key locations, including streets that were closed (Westgate Street and Castle Street), as well as Stephenson Court and Lower Cathedral Road outside the closure area. The sites outside the closure area were allocated to understand the possible displacement of traffic movements outside of the Car Free Day area.

At this stage, the data collected is in raw scaled format and, therefore, further quality checks need be undertaken. However, overall, the datasets do show that the removal of traffic has an immediate impact on pollution levels and demonstrates how going car free can improve air quality.

In the coming years, we hope to further integrate bus and train use and will work closely with operators on this. We will also consider how best to promote sustainable travel on the day city-wide more generally, not just to travellers to the city centre.

W21

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE**

What are the shortest and longest waiting times programmed on automated pedestrian crossing points in the City?

What more is the Council doing to reduce these wait times in order to prioritise pedestrians and walkability, over car based traffic, as part of its highways and active travel strategy?

**Reply**

The waiting time at signalised pedestrian crossing will vary by time of day, location and type of control strategy that the traffic signals are operating at any particular time. The absolute minimum waiting time where there is a pedestrian demand and no traffic demand is 5 seconds.

Signal cycles times typically vary throughout the day and by location, with a normal maximum cycle time used during the morning and evening peak periods of 128 seconds. Due to the cyclical nature of the traffic signals, this time should be the longest that a pedestrian would have to wait, but typically it could be shorter depending on at what point in the crossing cycle the button is pushed to request the 'green man' to allow a safe crossing.

I have taken initial steps to address this issue, including instigating discussions involving the Council's Transport Policy and Traffic Control Room teams and cycling stakeholders in which a number of improvements were identified and are being progressed.

Specialist consultants were asked to investigate this signalised junction and other junctions nearby that affect how it functions to see whether changes could be made to the crossing cycle time. Following this, adjustments have been made that shorten the crossing cycle time and allow the phase for pedestrians and cyclists using it to be requested more frequently. This is an example of adjustments we have made to crossings in a number of locations.



	<p>Officers are now discussing how we might improve pedestrian/cycling reactivity at other sites on the highway network, including the resource and cost implications of the investigative work and any remedial measures that would be required. Where we provide new crossings with new equipment, we also now seek to give higher priority to pedestrians and cyclists.</p>
W22	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BALE</u></b></p> <p>What steps is the Council taking to preserve and enhance the protected 'Green Wedge' land in Cardiff's LDP?</p> <p>What action or representations has the Council made in order to secure a 'Green Belt' designation for this land to provide longer lasting protection?</p> <p><b><u>Reply</u></b></p> <p>The Council consistently applies the Green Wedge policy in the Local Development Plan (LDP) when determining planning applications. This is illustrated by the fact that both the 1<sup>st</sup> and 2<sup>nd</sup> LDP Annual Monitoring Reports show that no planning applications were permitted in the Green Wedge that did not satisfy the policy. In addition, this approach is being supported at appeal where an Inspector recently dismissed an appeal against refusal of permission for a new dwelling in the Green Wedge near Pentyrch.</p> <p>The future potential designation of a Green Belt will be a matter to be considered in the preparation of a future Development Plan. In this respect, it is important to note that the LDP Planning Inspectors indicated that such a designation would be wider than a local matter and would therefore need to be considered as part of a regional approach.</p>
W23	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>What progress has been made on the transport white paper and when will councillors get to see it?</p> <p><b><u>Reply</u></b></p> <p>Progress on the Transport and Clean Air White Paper is ongoing. The outcomes of the extensive consultation and engagement exercise undertaken on the Green Paper have provided an invaluable basis from which to develop the White Paper and work has been undertaken to produce an ambitious and robust vision for</p>

	<p>how we move around our city.</p> <p>The timetable for developing the White Paper has been influenced by the urgent work on Clean Air that is being undertaken in line with Welsh Government's direction and requirements. The need to align these programmes was recognised to ensure that the White Paper reflects and enhances the ongoing work to improve air quality in Cardiff, as this is key to the vision it sets out.</p> <p>The White Paper is being prepared for consideration by the Cabinet in due course and it will be made publically available at the earliest opportunity.</p>
W24	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>Will the announcement from the First Minister on 20mph zones mean that we see more of Cardiff benefit from these schemes sooner?</p> <p><b><u>Reply</u></b></p> <p>As you will be aware, we are currently implementing a programme to roll out 20mph speed restrictions in residential areas to the south of the A48. Schemes have already been installed in Canton, Cathays, Riverside, Gabalfa, Plasnewydd, Adamsdown, Splott and Grangetown. Funding has also been awarded to complete the Penylan area in 2019/20 and work on the design of the Butetown area will commence this financial year.</p> <p>We hope that the remaining areas of the city to the south of the A48 will be completed by 2021/22, subject to funding being available. We will also be undertaking a study that will consider how we can move towards a default 20mph speed limit for the city and, in particular, for areas in the parts of the city that lie to the north of the A48.</p>
W25	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></b></p> <p>To what effect has CCTV been used to deter taxis from idling in bus lanes and stops, and will this be rolled out further?</p> <p><b><u>Reply</u></b></p> <p>The Civil Enforcement Team is currently piloting an attended enforcement camera along Mill Lane. This involves an enforcement officer watching live footage to create an evidence pack to support the issuing of a Penalty Charge Notice where a parking contravention has been identified. Pending the outcome of this trial, additional</p>

enforcement locations around the city centre have been identified where similar attended cameras could potentially be located.

The pilot scheme is due to be reviewed over the summer and a procurement process for additional cameras will be undertaken if the pilot demonstrates that the cameras can help to reduce the problem parking issues identified.

W26

**WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY**

Schools have recently been visited by council officers to investigate the issue of parking and traffic around schools. Will councillors get to see the outcome of this investigation in their wards and will car exclusion zones around schools be considered as a result?

**Reply**

Supporting healthy and active travel to school is a key priority for the Council. We are aware that many of our schools and their communities experience pressures as a result of dangerous and inconsiderate parking and the volumes of traffic generated by the school run.

Through the Welsh Government's 'Safe Routes in Communities' funding, as well as the Council's General Capital Fund, improvements have been made around some schools to provide for active travel and we are working to ensure that high quality provision is in place for all new schools. However, a number of schools in the city do not have any provision for active travel and we regularly receive correspondence from parents and teachers who are concerned about safety.

Welsh Government funding has been received for a review of active travel provision for schools in the city, which is currently underway. Site visits have been carried out at many schools to establish a clear baseline of what infrastructure is in place. The review will also make recommendations about how to prioritise funding, given the level of improvements which are required across the city.

Options being explored in response to known safety concerns at some schools include restricting access for vehicles. This is an approach which has been successfully introduced by other local authorities.

Officers are currently in the process of drafting experimental Traffic

	<p>Orders to trial the creation of pedestrian zones outside five primary schools in the city, which will be enforced by cameras. The trial will run for up to 18 months, during which time the Traffic Order will be reviewed to see what effect it has had and also if it is required to be made a permanent Traffic Order.</p>
W27	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></b></p> <p>What is the council's policy on lane resurfacing, particularly those lanes which were not gated for reasons of right of way for cyclists and pedestrians?</p> <p><b><u>Reply</u></b></p> <p>Maintenance for rear lanes is carried out on a reactive basis based on usage and public amenity. Their inclusion in the Capital Renewal Programme is currently based on these considerations.</p> <p>We are also working on a programme with expert organisations and Public Health Wales to create more healthy and accessible streets and neighbourhoods.</p>
W28	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>How does increasing the number of parking bays at county hall align with Capital Ambition and achieving a 50:50 modal split?</p> <p><b><u>Reply</u></b></p> <p>The decision to increase the number of parking bays at County Hall was taken in response to the longstanding parking pressures at the site. The works undertaken earlier this year resulted in the creation of an additional 61 parking spaces; however, this needs to be considered in the context of the increased pressure on staff car parking due to the large number of employees that have been relocated to County Hall in recent years. To put this into context, there are currently 611 parking spaces at County Hall and parking permits have been issued to over 2,000 members of staff.</p> <p>Whilst measures are in place to promote sustainable modes of travel by staff (e.g. the corporate 'cycle to work' scheme), more work is required to support access to the site by sustainable modes. This is being picked up proactively in the emerging Active Travel Strategy for County Hall. The Council is also reviewing this in the light of our</p>

	<p>commitment to the Healthy Travel Charter, which has been developed with partners through the Cardiff Public Services Board.</p>
W29	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>The rear lane connecting Soberton Avenue to Llanishen Street is well used by pedestrians and cyclists avoiding Whitchurch Road. Despite being classified and signed as ‘access only’, the lane provides a short cut and is increasingly used as a rat-run by vehicle putting pedestrians and cyclists at risk. Should this issue persist, would the council be willing to consider physical measures to prevent thoroughfare of vehicles whilst retaining pedestrian/cyclist access?</p> <p><b><u>Reply</u></b></p> <p>We have recently renewed all of the signage associated with the ‘Access Only’ order in order to raise driver awareness; however, enforcement of ‘Access Only’ orders can only be undertaken by the Police as it requires the stopping and questioning of drivers to substantiate any possible offence.</p> <p>A number of the rear lanes in this area have been subject to ‘alley gating’; however, it has not been possible to gate the lanes in question as they provide rear access for deliveries to the business premises on Whitchurch Road.</p>
W30	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></b></p> <p>Does the council support integrated ticketing for all public transport providers operating in Cardiff?</p> <p><b><u>Reply</u></b></p> <p>The Council fully supports integrated ticketing for all public transport providers in Cardiff and throughout the region. Integration of ticketing across modes and operators would greatly increase the ease of use of public transport and assist in meeting the Council’s goal of 50% of journeys being made by sustainable means. The Council is committed to working with the Welsh Government, Transport for Wales and service providers to achieve this.</p>

W31

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

Many roads across Cyncoed & Lakeside have footways that are hazardous and unsafe for children, those with mobility issues and those able bodied. What is being done to fix our pavements and make them safe, when will we see action to address the problem in a ward that pays significant council tax?

**Reply**

You make a very sweeping statement about the state of the footways in your ward, which is not borne out by the number of personal injury claims in Cyncoed. It is also important for me to make clear that the Council doesn't prioritise works based on which residents or wards in the city pay the most council tax.

The decision to undertake maintenance schemes considers a balance between immediate need and the best long term solution for the entire network in Cardiff. All requests for minor mobility improvements are considered and an annual programme of works is undertaken. The priority for footways looks at replacing slabs with tarmac, particularly where repeat complaints or third party claims are received.

If there are concerns about any particular locations in Cyncoed, then I would encourage you and local residents, wherever possible, to report any defects via the Council's reporting app.

W32

**WRITTEN QUESTION FROM COUNTY COUNCILLOR MOLIK**

No bus service on Celyn Avenue & Lake Road West has led to many elderly people feeling lonely and isolated in the community. They are having to take a taxi to attend their medical appointments. What is being done to ensure we have at least adequate sustainable public transport across the city?

**Reply**

Cardiff has a comprehensive network of sustainable transport across the city. Under current legislation, the majority of services need to operate profitably and if they are not carrying sufficient numbers of passengers to do this, they will be withdrawn.

The Council has a very limited budget to support services which do not make a profit and, in the current financial climate, there is no

	<p>guarantee that these can be maintained.</p> <p>The Council is committed to supporting bus services by providing bus priority measures where possible. This will reduce bus operators' costs by increasing service reliability, enabling the network to be maintained and improved over time.</p>
W33	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL</u></b></p> <p>Not a week goes by that we are notified of a situation on the A4232 section of highway. Generally, it's a breakdown that we cannot do much about, but it is often a shunt of vehicles. The continual disruption to this stretch of road must be having a huge impact in the surrounding infrastructure, not to mention the increased traffic and pollution this causes in surrounding areas. How many times in the last 12 months have notifications from the control room regarding accidents and closures on the A4232 been sent to Members and what plans are in place to reduce the number of accidents and closures as this is an important route in and out of the City, especially when we are hosting major events and the plans for the new Arena (subject to planning of course)?</p> <p><b><u>Reply</u></b></p> <p>We do not hold a record of the number of incidents on the A4232 or the notifications that have been sent to Members in the past year, but the collation of this data is something that will be considered going forward.</p> <p>The 24-hour traffic control room constantly monitors the A4232, as well as all major roads in and around Cardiff, through a variety of systems including CCTV. Measures are put in place if there is an incident to make the situation as safe as possible and to recover the network back to 'normal flow' as soon as possible.</p> <p>When dealing with planned major events in the city, structured pre-planned strategies are prepared prior to the event that proactively address and counteract any known effects to the network that the events may cause. Staff are placed on duty during events to be able to react to any incidents that may occur city-wide.</p> <p>In terms of the longer term management of traffic demand, the Adopted Local Development Plan includes a target 50:50 modal split, which means that 50% of all trips should be made by sustainable modes by 2026. This will be achieved through a combination of:</p>

- Building new developments which are well served by public transport and include safe and attractive routes for journeys on foot and by bike; and
- Making improvements to the walking, cycling and bus networks which enable existing residents to make their daily journeys by transport modes other than the car.

Whilst the car will remain a feature of daily life in the city, our dependency on car travel needs to reduce if Cardiff is to realise its ambition to grow in a sustainable and resilient way. Transport infrastructure and public transport service improvements secured through developer contributions will contribute towards reducing the overall traffic demand. The Council is also working with the Welsh Government regarding the longer term Metro proposals in this corridor.

The speed limit on the A4232 will be reviewed in collaboration with the South Wales Trunk Road Agency and Welsh Government who are responsible for the section of the highway north of Culverhouse Cross. Reducing the speed from 70mph to 50mph could significantly improve road safety and network resilience and reduce pollution and the frequency of incidents.

W34

**WRITTEN QUESTION FROM COUNTY COUNCILLOR DRISCOLL**

Recently, Matthew Gilbert of Transport for Wales (TfW) spoke at a public question and answer session organised by Cardiff Cycle City.org when discussing the new plans for the TfW depot at Taffs Well. It is documented that “there are major shortcomings on the plans for the Taff Trail at this location”. Matthew Gilbert accepted “the plans as they stand are not good”. He also went on to say the Deputy Minister is not happy with the Integrated Network Maps produced for travel plans. Have we as a council been involved in preparing these plans and do you agree with Matthew Gilbert from TfW that there are major shortcomings and the plans as they stand are not good; if so, what plans are there to rectify these issues and how will the substandard Integrated Network Maps at the proposed TfW depot at Taffs Well be improved?

**Reply**

It should be noted that the Taffs Well depot site is not located within Cardiff Council’s administrative boundary.



	<p>The Council has been formally consulted on the planning application for the new TfW depot. In our response, we expressed our support for the depot development in terms of its strategic transport benefits. However, we also raised concerns about the impact of the proposals upon the section of Taff Trail which passes through the site.</p> <p>Our response recommended that this section of route should be fully segregated from the carriageway and pedestrian facilities and, as a matter of principle, that priority should be given to pedestrians and cyclists where the route crosses the junctions within the site. We have offered to liaise with TfW on the design of the route.</p>
W35	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></b></p> <p>Whilst city centre roads understandably need to be closed for major events, residents are concerned that the level of information currently provided is often hugely inadequate meaning that they may only become aware roads are closed once they become stuck in significant traffic congestion as they approach the city centre, by which time it may be too late to choose an alternative route. Will the council consider measures to increase the provision of advance information regarding such road closures, including thorough increased use of signage along major arterial routes into the city centre?</p> <p><b><u>Reply</u></b></p> <p>It is important to understand that the city centre is still fully accessible and open for business on event days. Whilst road closures are in place, there are alternative routes which are available within the city centre.</p> <p>When delays do occur on the road network, whether as a result of event road closures or an unplanned incident, the electronic signage on the city's arterial routes is used to advise drivers of the congestion ahead. However, when no delays are present, the signage is used to direct drivers to the nearest parking / park &amp; ride provision. In addition, for larger events such as the Half Marathon, advance static signage is installed along the route, and affected residents and businesses receive two letter drops highlighting the closure date and times.</p> <p>In terms of wider communications by the Council, a press release is prepared for all major events giving information on road closures and travel advice. For events at Principality Stadium, this is managed by the Council. For other events, such as the Cardiff Triathlon, this is</p>

managed by the events company that is delivering the event. The Council also actively supports smaller events by sharing information provided by events companies through our social media platforms.

For all events that require a full or a partial road closure in the city centre, a press release is issued which provides information from the Council about road closures, park & ride and parking, as well as information from Transport for Wales, Cardiff Bus and Network Rail.

Press releases on travel advice for these events are then usually covered by Wales Online, ITV Wales Online and BBC Online, as well as being published on the Council's website and the Council's Newsroom webpage. They are also shared widely through all social media platforms, at least a week before the event takes place.

For events at Principality Stadium, travel advice is also shared with ticket holders through a fan guide, which is provided by Principality Stadium.

Communications representatives from the Council, Network Rail and Transport for Wales also work closely with the control room at Principality Stadium to give information on the day/evening of the event and all enquiries which are received through our social media platforms are responded to accordingly.

W36

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN**

Whilst Cardiff Bay is an excellent staging ground for events such as the recent Urdd Eisteddfod, will the council look at what can be done to minimise disruption for those who live and work in the area to ensure that when significant areas need to be fenced off, any inconvenience to other users is minimised when walking and cycling routes need to be closed off, including by providing clearer and more readily available information regarding which routes remain accessible?

**Reply**

When events take place in Cardiff Bay, it is always the case that consideration is given to minimising the impact on those who work and live in the area. The majority of events do not require a fence line and are fully permeable; however, on occasions such as the recent Urdd Eisteddfod event, for health & safety and security reasons, the event area is required to be fenced and, therefore, the normal direct routes for vehicles, pedestrians and cyclists are not available. On

such occasions, in line with the requirements of the Traffic Management Act, alternative routes are both provided and signed.

The Council will continue to provide alternative available routes around event venues to ensure the health & safety of all public highway users; however, some users may need to allow longer for their journeys.

W37

**WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN**

In the interests of further modal shift, can the council take action to ensure that cycle routes, including places where they cross over pavements, are not blocked by dumped rubbish or inconsiderate parking, including by ensuring that such routes are better marked so that drivers are more aware of them and that they should not therefore be parking across them?

**Reply**

Enforcement action can be taken in some circumstances where cycle routes are blocked by parked cars. For example, penalty charge notices can be issued where cars park in mandatory cycle lanes.

Under its civil enforcement powers, the Council can issue penalty charge notices where cars are parked wholly or partially on pavements or shared footway/cycleways running adjacent to a carriageway where there are double yellow lines (indicating no waiting) or loading restrictions indicated by yellow 'kerb ticks'.

Single yellow kerb ticks relate to timed loading restrictions and so parking on a footway or shared footway/cycleway at times where restrictions apply would be actionable.

Double kerb ticks indicate no loading at any time. Where cars are parked at any time of the day on a footway or shared footway/cycleway with yellow kerb ticks in place, enforcement action can be taken.

However, there are locations where enforcement action against blocked routes cannot be taken currently. For existing infrastructure, it may be possible to introduce parking or waiting restrictions by way of a Traffic Regulation Order. The feasibility of this would need to be considered on a case-by-case basis.

In terms of marking routes, cycle routes are signed to indicate their status, for example, as shared routes by way of blue roundel sign.

<p>Cycle lanes have the appropriate delineation by way of appropriate road markings and lining.</p>
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<p>Civil Parking Enforcement powers do not apply to rubbish bags. Powers to deal with issues relating to the disposal of waste are exercised by the Council's Waste Management enforcement teams.</p>
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