



DINAS A SIR CAERDYDD
CITY AND COUNTY OF CARDIFF

COUNCIL SUMMONS

THURSDAY, 30 JANUARY 2020

GWYS Y CYNGOR

DYDD IAU, 30 IONAWR 2020,

You are summoned to attend a meeting of the **COUNTY COUNCIL OF THE CITY AND COUNTY OF CARDIFF** which will be held at Council Chamber, County Hall on Thursday, 30 January 2020 at 4.30 pm to transact the business set out in the agenda attached.

Davina Fiore
Director of Governance & Legal Services

County Hall
Cardiff
CF10 4UW

Friday, 24 January 2020

Promotion of equality and respect for others | Objectivity and propriety | Selflessness and stewardship
Integrity | Duty to uphold the law | Accountability and openness

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<i>Item</i>		<i>Approx Time</i>	<i>Max Time Allotted</i>
1	Apologies for Absence <i>To receive apologies for absence.</i>	4.30 pm	5 mins
2	Declarations of Interest <i>To receive declarations of interest (such declarations to be made in accordance with the Members Code of Conduct)</i>		
3	Minutes (Pages 5 - 26) <i>To approve as a correct record the minutes of the meeting held on 28 November 2019.</i>		
4	Petitions <i>To receive petitions from Elected Members to Council.</i>	4.35 pm	5 mins
5	Lord Mayor's Announcements <i>To receive the Lord Mayor's announcements including Recognitions and Awards.</i>	4.40 pm	5 mins
6	Transport White paper: Cardiff Transport Vision - 2030 (Pages 27 - 102) <i>Cabinet Reference</i>	4.50 pm	25 mins
7	Democratic Services Annual Report - report to follow <i>Report of the Director of Governance and Legal Services</i>	5.15 pm	20 mins
8	Corporate Parenting Advisory Committee Annual Report (Pages 103 - 142) <i>Report of the Corporate Parenting Advisory Committee</i>	5.35 pm	20 mins
9	Statements (Pages 143 - 180) <i>To receive statements from the Leader and Cabinet Members</i>	5.55 pm	45 mins
Break (6.40 - 7.00pm)			

10	Oral Questions <i>To receive oral questions to the Leader, Cabinet Members; Chairs of Committee and/or nominated Members of the Fire Authority.</i>	7.00 pm	60 mins
11	Urgent Business	8.00 pm	
Unopposed Council Business			
12	Cardiff Bus: Re-Appointment of Independent Non-Executive Directors (Pages 181 - 184) <i>Report of the Chief Executive</i>	8.00 pm	5 mins
13	Committee Appointments (Pages 185 - 186) <i>Report of the Director of Governance and Legal Services</i>	8.05 pm	5 mins
14	Written Questions <i>In accordance with the Council Procedure Rules, Rule 17(f) Written Questions received for consideration and response will be included as a record in the minutes of the meeting.</i>		

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City Council of the City & County of Cardiff
28 November 2019

1

THE COUNTY COUNCIL OF THE CITY & COUNTY OF CARDIFF

The County Council of the City & County of Cardiff met at County Hall, Cardiff on 28 November 2019 to transact the business set out in the Council summons dated Friday, 22 November 2019.

Present: County Councillor De'Ath (Lord Mayor)

County Councillors Ahmed, Asghar Ali, Dilwar Ali, Berman, Bowden, Bowen-Thomson, Boyle, Bradbury, Bridgeman, Burke-Davies, Carter, Cowan, Cunnah, De'Ath, Derbyshire, Driscoll, Ebrahim, Elsmore, Ford, Gibson, Goddard, Goodway, Gordon, Henshaw, Gavin Hill-John, Philippa Hill-John, Hinchey, Hopkins, Howells, Hudson, Jacobsen, Jenkins, Jones-Pritchard, Jones, Owen Jones, Joyce, Kelloway, Lancaster, Lay, Lent, Lister, Mackie, McGarry, McKerlich, Melbourne, Merry, Michael, Molik, Morgan, Naughton, Owen, Parkhill, Jackie Parry, Keith Parry, Patel, Phillips, Rees, Dianne Rees, Robson, Sandrey, Sattar, Simmons, Singh, Stubbs, Huw Thomas, Lynda Thorne, Walker, Weaver, Wild, Williams, Wong and Wood

1 : APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors McEvoy, Taylor and Gareth Thomas.

2 : DECLARATIONS OF INTEREST

The following declarations of interest were received in accordance with the Member's Code of Conduct:

COUNCILLOR	ITEM	INTEREST
Councillor Huw Thomas	16	Personal Interest – Director, Millennium Stadium

3 : MINUTES

The minutes of the meeting held on 24 October 2019 were approved subject to Councillor Mia Rees being added to the attendance and Councillor Oliver Owen's status on the recorded votes.

4 : LLANISHEN BY-ELECTION

A warm welcome was extended to Councillor Sian-Ellin Melbourne to her first meeting of the Council as the newly elected Member for Llanishen Ward following the by-election on 21 November 2019. Councillor Melbourne was invited to speak.

Councillor Melbourne thanked everyone that had helped with the smooth running of the campaign to appoint a new Councillor for Llanishen and Thornhill. The hard

working Council staff and volunteers managed to turn the short By-Election around professionally and smoothly.

Councillor Melbourne assured that she would work hard with her ward colleagues to support the community and the City of Cardiff.

5 : PETITIONS

The following petitions were received

COUNCILLOR	NO OF SIGNATURES	REQUEST
Councillor Wood	84 & 876	To stop the sale of woodland between Flaxland Avenue, Longspears Avenue and the A48 which is being sold for development and to protect the woodland in perpetuity.
Councillor Cowan	8	To address the safety issues caused by the amount and speed of traffic using Heol Tyn Y Coed, Rhiwbina
Councillor Cowan	3	To install speed bumps or cameras on the north side of Rhiwbina Hill to reduce excessive speed.

6 : LORD MAYOR'S ANNOUNCEMENTS

The Lord Mayor congratulated Councillor Neil McEvoy and his wife Ceri on the birth of their son Ellis Llewellyn.

The Lord Mayor spoke of the sadness that former Labour Councillor Dai Richards passed away last week, he was a Councillor for Saltmead Ward which was North Grangetown. He was responsible for getting a number of landmarks in places around the City, including the Magic Roundabout and Graffiti Wall in Sevenoaks park.

The Lord Mayor drew attention to The Lord Mayor's Rave. From 7pm – 1am on November 30 the Old Library would host an eclectic range of DJ's tickets cost £10 in advance with all proceeds donated to the Lord Mayor's two chosen charities.

7 : TREASURY MANAGEMENT MID - YEAR REPORT 2019-20

It was noted that Annexes B & C to Appendix 1 contained exempt information. They were not referred to during discussion of this item and therefore there was no requirement to exclude members of the public from the meeting. .

The Cabinet Member for Finance, Modernisation and Performance proposed the report, which informed Members of the Council's treasury management activities

since April 2019 and the position as at 30 September 2019. The Council's treasury management activities were governed by legislation and a Code of Practice developed by the Chartered Institute of Public Finance and Accountancy (CIPFA) updated in 2017.

The report was seconded by Councillor Huw Thomas, Leader of the Council.

The Lord Mayor invited debate on the item during which the following comments and observations were made.

Reference was made a number of figures in the report, including the funding amount being included in the Statement and the CIPFA Code.

Councillor Weaver, Cabinet Member for Finance, Modernisation and Performance responded to the report.

RESOLVED: The Council AGREED to note the Treasury Management Mid-Year Report 2019-20.

8 : CARDIFF LOCAL DEVELOPMENT PLAN FULL REVIEW

Three Amendments had been received as outlined below:

AMENDMENT 1

Proposed by: Councillor Adrian Robson

Seconded by: Councillor Joel Williams

Add additional recommendation:

Council agrees as part of the full review of the Local Development plan, Cardiff Council will introduce Green Belt (s) in areas of Cardiff.

AMENDMENT 2

Proposed by: Councillor Sean Driscoll

Seconded by: Councillor Thomas Parkhill

Add additional recommendation:

Council agrees that as part of the full review of the Local Development Plan, Cardiff Council will ensure that there is proper public transport easily accessible for residents of all new developments and in place at an early stage.

AMENDMENT 3

Proposed by: Councillor Shaun Jenkins

Seconded by: Councillor Mike Jones-Pritchard

Add additional recommendation:

Council agrees that as part of the full review of the Local Development Plan, Cardiff Council will ensure that the design of new developments will be relevant to the local area and of the highest quality achievable.

Council was advised the report related to the process for the review of the Plan. The review had to follow due process and was by definition policy neutral. The subject matter of any amendments which may be carried, would have to be considered as part of the subsequent replacement LDP preparation review process. Any decision made on the amendments expresses an intention for that subject to be considered, it was not a policy decision on behalf of the Council.

The Council was in pre-election debate and political debate was not allowed.

The Cabinet Member for Strategic Planning and Transport, Councillor Wild, proposed the report, which drew attention to the full review of the Local Development Plan, a statutory requirement to undertake a full review within 4 years of plan adoption. The review was necessary to ensure the plan remained up-to-date and continued to provide a policy framework to make provision for jobs, homes, infrastructure and manages future development proposals.

The report was seconded by Councillor Keith Jones.

Councillor Wild drew attention to the 3 Amendments and asked if the proposers and seconders of the 3 Amendments were minded to remit them as a result of the report setting out the process and not setting policy objectives.

Councillors Robson, Williams, Driscoll, Parkhill, Jenkins and Jones-Pritchard confirmed they would not remit the three Amendments.

Councillor Wild moved under Council Procedural Rule 25 a, that the matters contained in the three Amendments be referred back to Cabinet for further consideration in order to get appropriate legal advice.

The motion was seconded by Councillor Thompson.

The Council meeting was adjourned for 15 minutes in order for Councillors to seek legal guidance on the matter.

The Council meeting reconvened and the Lord Mayor moved to vote on the Motion proposed by Councillor Wild and Seconded by Councillor Thompson, to refer the three Amendments back to Cabinet.

The Motion to refer the three Amendments back to Cabinet was CARRIED.

The Lord Mayor invited debate on the item and invited Councillor Wild to respond to the items raised during the debate.

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The Lord Mayor moved to vote on the recommendation as outlined in the report.

The Report was CARRIED.

RESOLVED: That Council APPROVED the draft Review Report and draft Delivery Agreement for the purposes of consultation and a further report be taken to Council in Spring 2020 with the findings of the consultation processes and recommendation(s) on the proposed way forward.

9 : ORAL QUESTIONS

Question – Councillor Hudson

What is the direct benefit to Cardiff for the proposed CF3 incinerator?

Reply – Councillor Michael

Any planning application for the proposed Energy from Waste plant in the Trowbridge ward would be processed and determined by the Planning Inspectorate and the Welsh Ministers as the proposals, due to their power output, would constitute a 'Development of National Significance'.

Cardiff Council would be a consultee in any application.

There is currently no formal planning application for the proposed development, although the developer has 'notified' the Planning Inspectorate of their intentions. They now have until September 2020 to submit their application to the Planning Inspectorate.

It would therefore be inappropriate at this stage for the Council to comment on the merits or otherwise of this proposal.

Supplementary Question - Councillor Hudson

As we have an incinerator already, I'm just wondering, and I know this is hypothetical, why do we need another one and at what cost please?

Reply – Councillor Michael

I don't feel it will be appropriate for me to comment especially on a hypothetical question.

Question – Councillor Boyle

The IQE tumbling share price and the company's latest profit warning are a cause for concern. They raise question marks about the due diligence carried out before IQE

received £38m of City Deal money. What conversations have taken place within the Cardiff Capital Region cabinet to improve scrutiny of and accountability for the decisions it takes?

Reply – Councillor Huw Thomas

This is a matter for the Cardiff Capital Region Cabinet, which has received a report earlier this year from the Wales Audit Office following a review of the arrangements that supported the City Deal's investment into the Compound Semi-Conductor Cluster.

The report was presented to the Joint Committee on 18 February 2019, who noted the contents and lessons identified in the report and we will reflect on those going forward.

Notwithstanding that I think when you look at the overall health of the company, when you look at the actual share price and compare it with where it was before, the City decided to make that investment and I think there are good grounds for cautious optimism with regards to IQE.

Supplementary Question - Councillor Boyle

It has been 12 months actually that I asked and I was accused when I asked the question of being a doom-monger. Since then the share price has gone down another 50% and it's been at the lowest it's been really since it was a viable concern. In fact the Welsh Audit Office agreed with me a few months after I had asked my question, when they said the IQE deal was compromised and that partners had not been able to robustly scrutinise and challenge the proposal. They questioned in fact the transparency of the decision making process - that was in the report. We perhaps need a few more doom-mongers to ensure we get transparency.

I'd be interested to know:

1. What lessons were noted because that was what the minutes from the February meeting lessons were noted?
2. And I wonder whether you could give us your analysis of the compromised decision making process?

Reply – Councillor Huw Thomas

I think you should just check those share prices - I was doing so this afternoon and what I looked at was different to clearly what you looked at. Certainly in terms of the share price it is broadly comparable as I said with where it was prior to the investment decision in 2017.

In terms of the recommendations and the lessons learnt I think it's probably more appropriate if I write to you Councillor Boyle. But I'm also happy to share with you an assessment that we received from the Director of the City Deal just last week, that confirmed her analysis based on conversations with IQE that the company was well

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positioned and indeed there was cautious optimism for a straight and future, and I had to share that with you as well.

Question – Councillor Keith Parry

The contractors at the roadworks on the A4119 Llantrisant Road at the corner with Heol Isaf are still not providing two lanes of traffic at rush hours. Considerable disruption, delays and pollution are being caused. Bus services especially are being disrupted. What is the Cabinet member doing to ensure two lanes of are kept open?

Reply – Councillor Wild

I would refer you to the answer provided to your written question which I know you have been sent.

Supplementary Question - Councillor Parry

I put a written question in a couple of weeks ago about this issue but the problem is that there is still massive disruption going on in the North West of the City. Because of these roadworks between the corner of Heol Isaf and the Star Garage, I believe it's called, where only one lane of traffic is open, and it's causing traffic jams back miles, up towards Morganstown and great disruption to people who can't get their kids to school, it's totally destroyed the local bus services and there is no reason why the contractors there cannot maintain two lanes of traffic on Llantrisant road.

There are roadworks going on there but there is sufficient tarmac there for two lanes of traffic to be maintained but they insist they have to have traffic lights in single lanes of traffic with miles and miles of queues and traffic diverting itself all through Fairwater and St. Fagans. Something must be done to bring this into order and stop this traffic lights in the rush hour in this bit of road.

Reply – Councillor Wild

There are some serious highway issues to do with safety and it's easy to say that there is room there on the tarmac. This is professionals are trying to do serious complex works and what they are trying to do is put in place an infrastructure that we know is needed in that part of the City.

That said, I think we were aware of problems in terms of what they did and I know that the contractors have changed, got some people out there to control the lights to make sure the flows work better. If it's got worse again which I had a report that it had, then I could certainly ask people to look at that again and see what improvements can be made.

Question – Councillor Lister

Following recent rainfall, Grangetown has experienced a number of issues with flooding and surface water pooling on roads and pavements. Many of the areas have

historic problems which repeat every time we have rainfall. What actions can the Council take to improve the drainage in Grangetown?

Reply – Councillor Michael

There will be specific reasons for each individual ponding problem, including blocked gullies, ground settlement, inadequate statutory service reinstatement etc.

A survey can be undertaken during or soon after a significant a rainfall event to ascertain the most significant areas of ponding, to clarify the most viable solution and to list in priority the required works. Although some problems may be swiftly resolved through maintenance, others may require small construction works.

It would be more affordable to do these works either in conjunction with other planned works being undertaken in the vicinity by the Authority, or as a small contract on multiple sites. However, it must be noted that any works will need to be prioritised so that they are aligned with available budgets.

Supplementary Question - Councillor Lister

I was just wondering if you would be happy for your officers to meet my colleagues and I in Grangetown to actually talk through some of the specific issues we got because there are areas of concern that have been concerns for a long time. I will declare an interest because one is outside my property.

Reply – Councillor Michael

I'm happy to do that - I've seen the pictures of the ponding near where you live and other areas, and this particular one does seem to be ponding every time we have rainfall which is happening a lot more now with climate change. I'm happy to arrange a meeting with you onsite.

Question – Councillor McKerlich

Members are advised about any decision to place temporary traffic lights on main roads in or near to their ward but there is no obligation to consult them before reaching the decision to approve such installations. Will you change the procedure to include consultation at a minuted meeting, as local Councillors have to deal with the fall-out from induced avoidable congestion?

Reply – Councillor Wild

The Management Highway Network is a statutory duty and the council deals with hundreds of changes and tweaks on a daily basis.

As you say in your question, we do inform councillors when there are temporary traffic lights and we also have a roadworks webpage that's kept live and up-to-date. But I'm not sure that your suggestion of having a formal meeting to discuss every temporary change for traffic lights such as this would be practical and could in effect

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put at risk the official's ability to manage that network in a reactive manner if they had to have a formal meeting with every Councillor every time something had to be done.

Supplementary Question - Councillor McKerlich

I'm not suggesting that every time some minor road that is closed for six or seven hours it requires a full meeting. This is a main arterial road which has been closed for 3 weeks and another 10 days still to go. And it is the 4th time it's been stopped in a very short time.

Now there would had been things which could had been put in place had I been there to express local concerns. For instance, there is no work being done over the weekends when traffic is light, they could had been working longer hours than they're working. Not only that you could had put in place procedures to stop the roundabout being choked by queueing traffic.

When I finally got informally an agreement this it would happen. everything worked for a day, then the contractor withdrew it without telling me or without consulting me and the result was an absolute shambles.

I was getting literally a hundred complaints on the subject and many more expressions of dissatisfaction. It is entirely unreasonable that these big hold ups can take place when the contractor is consulted, the developer is consulted - but there is no one consulting the people who have to wait an extra hour and a half to get to work. Now I'm going to make a note of your points Councillor Wild and with your permission or even without your permission, I'm going to circulate it to people in Creigiau, Pentyrch, Radyr, Morganstown, Fairwater and Llandaff who have been interrupted.

Reply – Councillor Wild

I can only respond to the question you gave me which wasn't to do with a specific road you said. Decisions placing temporary traffic lights on main roads 'plural' so I assume you are asking about a policy decision on that. This has no reference to that, and quite right you did.

To come on to the second response it is my understanding that you have got a very good relationship with some good respect both way with officers in here that I believed have been working with you closely on this. You've offered some very good insight that's helped them make improvements. If that relationship is broken down, I will make sure that it is picked back up, and my understanding is that you have done the right thing as a local member and have a good relationship with officials that are trying to fix problems in those areas so I'd encourage you to continue do so.

Question – Councillor Carter

As part of the purchasing of former council homes from the private sector, is the council buying properties currently in the private rented sector?

Reply – Councillor Thorne

The Council is currently purchasing former council owned properties to increase its stock for social rented homes for applicants in housing need.

Properties are purchased through local estate agents and some are brought directly to our attention by owners wishing to sell their property.

There are a range of reasons for owners wishing to sell, as is the case across the whole of the housing market.

Some of these properties will have been privately rented prior to being put on the market, others are owner occupiers wishing to move to another property or due to a change in family circumstances.

Supplementary Question - Councillor Carter

The reason I raised this question is that we had concerns in my ward of Llanedeyrn and Pentwyn about tenants who have been renting in the private sector who actually are being evicted by their landlords as a result of the process to sell to the Council.

And often the blame is put on the Councillor's door although our understanding and belief is more on the seller rather than the Council as the buyer.

Could you commit to investigate the issues of buying properties of buying of private landlords and actually look into the issue about whether the Council should be considering buying the properties when there is a tenant in the property? Our concern is that we are unwittingly making some people homeless in order to house other people.

Reply – Councillor Thorne

I'm not aware that is the case and will make some investigations and get back to you.

Question – Councillor Ford

Why are potholes in Cardiff not being sealed when in other Council areas they are?

Reply – Councillor Wild

We do seal some potholes, a lot of it depends on the type of road surface that's there. We've got different road surfaces in Cardiff depending on where you are and the history of when they were built.

In the main, potholes are emergency repairs, 'emergency temporary repairs', that are meant to just make the roads safe as quickly as possible when we all ask for them to be fixed or when members of the public raise concerns we get them fixed as soon possible. We then look to follow-up with patching or resurfacing work which is then

done much more thoroughly and properly sealed. They are not always sealed immediately when it's first done because that's just a quick temporary repair often.

Supplementary Question - Councillor Ford

With regards to the answer you've just given me, in other Councils I have mentioned they've had a small pothole that size and that's been filled. So that's what I want to know that if you'll be doing that in the future? For the very small potholes that are very deep – are you going to seal them? Because they are sealed in other areas – the small ones?

Reply – Councillor Wild

It sounds a very sensible suggestion so I'll make sure officers look into how they do that.

Question – Councillor Lister

What can Members and the public do to support the Dogs Home this Christmas?

Reply – Councillor Michael

Cardiff Dogs Home is very lucky that it receives lots of donations at Christmas, but I know that they specifically need things like slip leads, Pedigree puppy food and Burns Dry Dog Food at the moment.

A Christmas Fayre is being held at the Dogs Home on Sunday 15th December and people are welcome to donate a raffle prize or a cake for the event.

Volunteers and staff from the Dogs Home will be at Pets at Home at Cardiff Bay Retail Park on 1st, 8th, 21st & 22nd December as Pets at Home have nominated the Dogs Home as their chosen local cause this year.

In addition, events to support the Dogs Home are being held at the Lansdowne pub in Canton on Saturday 30th and at Bub's bar in the City Centre on Thursday 5th December.

Supplementary Question - Councillor Lister

I was just wondering if this year if there would be a calendar on sale and if you can confirm if you have any friends to buy calendars this year?

Reply – Councillor Michael

Well things have changed since last year, I admitted I had no friends, I think I have one now!

Just to show you this, as someone once said on Blue Peter this is something I made earlier on. This is the new version of the calendar and one thing I did spot in here – there are no dogs in here called Russell, there are no dogs called Ashley, there are no dogs called Michael but there's a dog called Peter.

I shall be making complaints forthwith about favouritism! This calendar is at the simple cheap price of £6, and you can pre-order these by going to see Mandy and Kate in Member's Services.

But can I just say that last year's sold really well. It's a fantastic cause to help. The Dog's Home constantly wins awards. We've got a brilliant set of staff there that do a wonderful job. And I think if we all help we can do an even better job – so purchase the calendar and make lots of friends!

Question – Councillor Walker

Unregistered 'schools' are usually established surreptitiously and operate under the LEA's radar and, importantly, the Estyn inspection umbrella. They are known to offer an inferior learning experience to children. What system does the Council operate to identify such units?

How many have been identified and examined since this administration came to office and what steps were taken?

Are there any such so called 'schools' still operating in the city?

Reply – Councillor Merry

At the end of 2013, the Council became aware of the establishment of a number of religious centres that were set up to support elective home educators in Cardiff.

We had concerns that these were, in effect, unregistered schools and, in early 2014, these concerns were taken to the Welsh Government by the Contest Board.

The Welsh Government subsequently worked with partners including Estyn, Care Inspectorate Wales and officers from the Education and Regulatory Services etc. to address these concerns and to work with the centres.

Three of the four centres are now registered Independent Schools that are subject to regulation and inspection. The fourth centre appears to have closed.

A further centre was identified in 2018 and referred to Welsh Government. Enquiries revealed that the centre was offering post-16 provision. Various council services are alert to this issue and would know to refer any further concerns relating to the centre.

Supplementary Question - Councillor Walker

The reason I raised this is that I think it's an ongoing challenge for the Local Authority, to be certain. So if I was to ask you the question, 'Are there any

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unregistered schools in Cardiff?' You'd have great difficulty in saying certainly not because it's difficult to spot some of them.

If you add some of those children together with those who receive home tutoring, not all of whom get good home tutoring, then there's potentially a large number of poorly educated children in the City.

And I just wanted to ask the question so we look again to ensure we have a robust system for making sure that checks are made and rumours that there are such establishments are followed up - somebody's doing something about it and saying everything is fine, which you're not saying.

Reply – Councillor Merry

I certainly couldn't give a categorical assurance in the number of centres like that in Cardiff. What I would obviously do is ask people to raise any concerns if they hear any rumours about such establishments so they could be investigated.

In terms of the whole issue around home education and children who are not in fulltime school I know I've had discussions with some of your members and other members in the Council, and I appreciate your concerns and I'm sure you are all aware of the complicated legislation in this area. But certainly from examples we've seen in other parts of Wales, one of which was extremely tragic, there can be very sad consequences.

Question – Councillor Sandrey

The Llanedeyrn and Pentwyn litter pickers do a huge amount of work keeping our community clean, with little recognition from the council. They were shocked to find out that time credits they receive would no longer be accepted at leisure centres in Cardiff. Why has this change happened and what other ways is the council prepared to recognise the great work done by these volunteers?

Reply – Councillor Bradbury

GLL are reviewing the use of time credits with the operator of the scheme, but have postponed their use from 1st December until an effective system is in place. Regular time credit customers have been notified and information posters have been put up for a 3-week period.

However, I recognise the importance of volunteering and of time credits within communities, and the valuable contribution that volunteers make to the city and the community. I will therefore be taking this matter up directly with GLL.

Supplementary Question - Councillor Sandrey

If they can't be put back in place would the Council consider doing some sort of award or certificate of recognition to replace the time credits?

Reply – Councillor Bradbury

I think that would be a useful suggestion and I am hopeful that will be put in place. That is what I am lobbying GLL to do. But if not, that seems a sensible suggestion, and while I'm on my feet in these partisan times, I wish each member and everybody else in this chamber a post December Merry Christmas and a Happy New Year.

Question – Councillor Robson

What consideration has been given to using the latest techniques to measure potholes in Cardiff?

Reply – Councillor Wild

The highway safety inspectors physically measure the dimensions of a highway defect such as potholes and road surfacing.

The defects are identified as part of the cyclic inspection regime that not only assists in providing a safe highway for all users, but also forms the legal basis of our defence against third party insurance claims of we currently have a successful repudiation rate of 85%.

Other methods of defect identification are evolving within the industry including camera surveys and computer generated surveys. However, at present, they generate very large quantities of data that still require validation to ascertain whether they should be considered an actionable defect. So in essence we are doing the job twice at the moment and that currently outweighs the benefits of having a fully automated process.

Supplementary Question - Councillor Robson

I saw that the University of South Wales has installed in vehicles in Flintshire, technology which measures the state of the roads as these vehicles drive around; taxis, and particularly buses, refuse lorries and things which use the same route from week to week. I was just wondering how far that would progress in Cardiff? Because to my mind it seems quite a straight forward situation where you have something that is flagging up a particular problem with particular jobs which triggers the technology there is no reason why that can't send out an inspector to check it and that saves a look at other roads which there might be concerns. This is actual data coming in.

Reply – Councillor Wild

I met the company that I think you are referring to that were linked to Cardiff University and they are doing exactly the kind of testing that you've suggested.

I think Cardiff is the first place in Wales doing some of that testing, but at the moment it doesn't allow for fully automated system and maybe it does help. It still requires a little bit of evolving for it to be fuller part of what we do.

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

I'm happy to report back when we have a fuller picture of how it's worked for us.

Similarly at the same time it's great to have local Cardiff University Start-ups involved in improving the City.

Question – Councillor Berman

Will you rule out the possibility of reducing the frequency of green bag collections in some or all parts of the city for the remainder of the current council term?

Reply – Councillor Michael

There are no plans to reduce the collection frequency for green recycling bags at the current time.

The Council is currently working with the Welsh Government to develop a strategy that will enable us meet the statutory recycling target of 70% by 2025.

Supplementary Question - Councillor Berman

I've notice you say that there are no plans at the current time but are you prepared to rule out the possibility of using any recycling collection frequencies in Cardiff for the duration of this Council term.

Reply – Councillor Michael

If we have to meet our targets we have to do more of it not less. The answer is of course.

Question Councillor Williams

In reference to properties across Cardiff, including in Llandaff North, can you brief us on the plans to upgrade those residences which are owned by Cardiff Council that are non-compliant regarding cladding?

Reply – Councillor Thorne

We have made a commitment to replace the cladding on 5 of our high-rise blocks. These are three blocks in Llandaff North (Lydstep Flats) and two blocks in Butetown (Loudoun and Nelson Houses).

The safety of our tenants is of the greatest importance to us and we need to ensure that we make the right decisions in replacing the cladding.

Engineering consultants, Atkins, have been commissioned to carry out an Options Appraisal and this report is due in December. It is anticipated that consultation with residents and with ward members will commence early in the New Year and we are expecting to start on site in the autumn of next year.

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

I understand that, without the cladding, the flats are colder and so tenants at Lydstep Flats and Nelson House will receive £200 as a goodwill gesture to help with their heating bills over the winter period.

In some cases, internal cladding is also being used to improve the insulation in the flats. This is a short term measure until the external cladding can be replaced.

Supplementary Question - Councillor Williams

It's really good that residents across the City and particularly in Llandaff North are receiving the support from the Council that they require.

I've asked a number of questions on this and I know a number of residents are very concerned about this. So what they are after is comprehensive communication from the Council so they are kept updated. In addition you mentioned the goodwill suggestion of £200. £200 is not a lot of money if they are going to be without cladding when the gas bills are going to be higher.

Will you commit to reviewing the £200 good will gesture and increasing it for residents in Llandaff North?

Reply – Councillor Thorne

I can tell you that residents are being kept up to date both by the Council and by the Ward Councillors, who are being kept up to date by me.

And I'm being regularly contacted by the Ward Councillors and if the Ward Councillors raise these issues and suggest that the residents are not coping with the extra amounts, we certainly will review it.

Question – Councillor Sandrey

Given that Coca Cola has for the second time in a row been given the title of largest plastic polluter, and given the motion passed on single use plastics by this council, is it therefore appropriate that the truck was once again welcomed back to the city centre to promote its products?

Reply – Councillor Michael

This year's visit to Cardiff by the Coca Cola truck was booked by St David's Centre and located on The Hayes as part of the shopping centre's Christmas activities.

St David's are fully coherent with all recycling policies and ensured that these were carried out during the promotional period.

Supplementary Question - Councillor Sandrey

While I appreciate that, given that as a Council we have a stated commitment to tackling the climate crisis do you not think that we should have some sort of sustainability criteria that we expect big corporations that want to use our city centre for promotional activities to meet?

Reply – Councillor Michael

I don't disagree about what we should be doing but the Council does and will continue to do an awful lot. But there's some stuff we can't do.

We can't just ban the Coca-Cola truck from coming here, as much as I'd love I was caught in the back of a queue a few years ago – wasted 2 hours of my life, waiting for this big truck with lights. I've been a fan of Pepsi ever since.

We had a good meeting yesterday with a Minister and we were talking about producing responsibility and changing some of the deposit schemes. So ways are being looked at tackling some of the waste especially from larger companies and the Council will work with WAG to do that rather than take unilateral decisions that we really can't back in law.

Question – Councillor McKerlich

About fifty percent of wards will have a two-month gap in collection of garden waste due to suspended collections over the Christmas period. Quite aside from the inconvenience to residents, how will this assist us to achieve the challenging recycling target set by the Labour administration in the Senedd?

Reply – Councillor Michael

As you may recall, garden waste collections were suspended for 2 weeks last year as waste collection resources were reassigned to deal with other household waste recycling over the busy Christmas period.

When comparing the volume of green waste collected at the kerbside in December 2017 to December 2018, there was a reduction of 51%. This equates to 0.02% of the total amount of waste collected based on 2018/19 data, which means that the impact on our recycling performance is negligible.

During a study of winter waste collections, only 2% of properties presented their bins every month, suggesting that residents have adequate capacity to store their garden waste until the next available collection or will take it to our Household Waste Recycling Centres.

Therefore, it is highly unlikely that there will be a negative impact on recycling performance.

Supplementary Question - Councillor McKerlich

I must say I'm surprised that only 2% involved are not having a problem with this, they all live in Radyr and they all speak to me. I'm just unlucky.

In the past Christmas trees are put out alongside the green bins and they were recycled. What is going to happen this Christmas, do we hang onto them until the beginning of February?

Reply – Councillor Michael

This is a particularly large problem for yourself as I believe you have a 10 foot Christmas tree. Am I right? I'll just mention the fact that I've never been invited to one of the grand soirées to raise money for the Conservative Party for this Christmas tree.

The Christmas trees are being recycled - if you leave them where they are, cut them up and put them in your bin or you can take the household waste to recycling centres we already have, or you can do even better this year and take them to the Pendragon pub which is in Thornhill I believe in the car park, on the Saturday and Sunday 11th and 12th January between 10am and 4pm. We'll have a team there which will take care of your Christmas trees.

Question – Councillor Mia Rees

Please can the Cabinet member outline the support the Council is providing to those rough sleeping in the city as we enter the coldest time of the year and what measures are being taken to make sure that those sleeping rough are aware of the help and support available?

Reply – Councillor Thorne

Our Homeless Outreach Team are on the streets 7 days a week to encourage those sleeping rough to come into accommodation.

Cold weather accommodation is now open and 45 additional spaces have been made available so far at a range of venues to meet all needs, including provision in an abstinence project. Additional accommodation will be brought on line as is needed.

As Members will be aware, rough sleeping is not just a housing issue, many of the individuals concerned have complex needs including a combination of substance misuse and mental health issues.

Working with our partners, we now have in place a multi-disciplinary team, including health and therapeutic workers, counsellors and peer mentors, to try to address the underlying causes of rough sleeping. This scheme has been nominated for an award. We hope we win, we will be notified tomorrow.

We are also expanding our Homeless Outreach Team to ensure that those on the street and those in emergency accommodation can get the person centred approach that they need.

Supplementary Question - Councillor Mia Rees

That's excellent news about the nomination for the awards and I wish them the very best of luck and I can completely appreciate the need for multi-disciplinary teams in this complex and challenging area. Cold weather provisions are a life line to those sleeping rough in the City in the winter months, however, last year the worrying this is that the Outreach teams were recording on average 30 people sleeping rough a night in the City during the coldest months despite the provision being available.

Two reasons for this have been suggested to me:

1. Knowledge - do the people sleeping rough know whether cold weather provisions are available? They moved around a bit in the city last year and that caused some issues.
2. And of course the unsuitability of floor space and as you have mentioned some people have complex needs and floor space is an inappropriate place for some of those people that can make them incredibly vulnerable. With lack of privacy and dignity, some felt it was no better than sleeping rough in the city.

I was pleased to hear that the Council's funded some better quality provision this year, such as that available at the YMCA. And I expect the take up of this provision to be higher than that of the standard floor space.

Will the council be looking at the quality of rough sleeping provision in relationship to take-up this year as a review to ensure people are taking it up and they aren't rooflessness over this period?

And also has the Council considered introducing Housing First model within the City?

Reply – Councillor Thorne

I can advise you actually that we had undertaken an independent review of all the homeless services and all of the hostels. We've had that feedback, we've fed that back. We had a conference with all our partner organisations.

We've setup a Homeless and Vulnerable Persons Board with a number of work streams beneath that. We've had first meeting and we'll be reviewing the whole service.

We visited Helsinki in the summer and we visited Glasgow to look at, they are held up as best practice. What I did recognise actually was that Cardiff has some amazing provision but there are some gaps and we did learn some good practice from both Helsinki and from Glasgow.

So part of the work that the board will be undertaking is to actually look at how we can get some quick fixes, some quick wins, and some long term plans as well because that is needed. Though it is recognised that we do need that person centred approach. There's a recognition that there are people who are perhaps, and that's the intention of opening up the free abstinence – free centres where people can go if they don't have drug or alcohol.

In terms of Housing First we've actually got 3 housing first schemes now and the 3 of them are working extremely well. And I'd be more than happy to email all members of the Council with an update on the provision and the number of rough sleepers.

In terms of those people who won't come in out of the cold over the Christmas and the winter period, even when we had the snow, we had Outreach workers desperately trying to get those people to come in. They decided they didn't want to come. We cannot force them. We ended up providing them with foil blankets. It is much better for people to come in.

But I'm happy to provide you with all the information including own numbers so that you know exactly what's happened.

10 : URGENT BUSINESS

None

11 : APPOINTMENT OF STANDARDS & ETHICS INDEPENDENT MEMBERS

The report sought Council's approval for the appointment of 3 Independent Members of the Standards and Ethics Committee to fill vacancies which have arisen.

RESOLVED: The Council AGREED to approve the appointment of (1) Jason Bartlett, (2) Chrissie Nicholls and (3) Arthur Hallett, as Independent Members of the Standards and Ethics Committee for a term of 4 years, subject to the receipt of satisfactory references.

12 : LEAVE OF ABSENCE REQUEST

The report asked the Council to consider a recommendation from the Audit Committee for one of the Committee's Independent Members to be granted a leave of absence.

RESOLVED: The Council AGREED to:

1. Approve the recommendation of the Audit Committee to grant the Chairperson's request for a leave of absence of up to one year; and
2. Noted that, subject to approval of recommendation 1, a new Chairperson, for the duration of the leave of absence, is to be elected by the Audit Committee at its next meeting.

13 : REVIEW OF POLITICAL BALANCE

The Council was advised that following the formation of the Cardiff West Independent Group on 23 October 2019 and the resignation of Councillor Bale as a Councillor in the Llanishen Ward on 9th October 2019 resulting in a by-election on 21 November 2019, a review of the political balance and allocation of seats on Committee had been undertaken in accordance with the Political Balance Rules contained in the Local Government and Housing 1989 and the Local Government (Committee and Political Groups) Regulations 1990 as amended.

Council was requested to approve the outcomes of the political balance review and to agree any changes necessary to re-establish the political balance of the membership of the Council's Committees.

RESOLVED: The Council AGREED to:

1. Approve the allocation of seats on Committees for the remainder of the 2019/20 municipal year as set out in Appendix A
2. Receive nominations from Party Groups in respect of changes made to the allocation of seats to each Group
3. Make changes and appoint Members to each Committee in accordance with the wishes expressed by relevant Party Groups as detailed on the amendment sheet.
4. Request the Monitoring Officer to make changes and appointments in respect of any remaining vacancies in accordance with the wishes expressed by the relevant political group following this meeting, and to report to the next Council meeting the details of all changes and appointments to committees for information.

14 : COMMITTEE MEMBERSHIP

For the Council to receive nominations and make appointments to current committee vacancies as set out in the report and in accordance with the approved allocation of seats and political group wishes.

RESOLVED: The Council AGREED to appoint to the vacancies on Committee's in accordance with the approved allocation of seats and Party Group wishes, as set out on the Amendment Sheet.

15 : APPOINTMENT OF COUNCIL REPRESENTATIVES ON OUTSIDE BODIES

For the Council to receive nominations and make appointments of Council representatives to statutory and non-statutory outside-bodies.

RESOLVED: The Council AGREED to nominate and appoint Georgina Phillips to the Willie Seager Memorial Homes Trust.

16 : APPOINTMENT TO MILLENNIUM STADIUM PLC

For Council to appoint one independent representative to serve as a Non-Executive Director of Millennium Stadium plc.

RESOLVED: The Council AGREED to approve the appointment of Sameer Rahman as the nominated independent representative as a Non-Executive Director to Millennium Stadium place for a term of 3 years, subject to the receipt of satisfactory references.

17 : LOCAL AUTHORITY GOVERNOR APPOINTMENTS

For Council to approve appointments as Local Authority School Governors.

RESOLVED: The Council considered the recommendations of the Local Authority Governor Panel of the 26 November 2019 and approved the appointments of Local Authority Governors to the school governing bodies as set out in Appendix 1.

18 : WRITTEN QUESTIONS

In accordance with Council Procedure Rule 17 (f) [Written Questions](#) received for consideration and the responses have been published.

Appendix 2

**CARDIFF COUNCIL
CYNGOR CAERDYDD**



CABINET MEETING: 23 JANUARY 2019

TRANSPORT WHITE PAPER: CARDIFF TRANSPORT VISION - 2030

**STRATEGIC PLANNING AND TRANSPORT (COUNCILLOR CARO WILD)
SOCIAL CARE, HEALTH AND WELL-BEING (COUNCILLOR SUSAN ELSMORE)
CLEAN STREETS, RECYCLING AND ENVIRONMENT (COUNCILLOR MICHAEL MICHAEL)**

AGENDA ITEM: 15

Reason for this Report

1. This report is to enable Cabinet Members to consider the Transport White Paper: Transport Vision 2030 and options for funding the delivery of the proposed infrastructure.

Background

2. The Transport and Clean Air Green Paper recognised the central importance of transport in creating a capital city which is healthier and more accessible, sustainable and prosperous for future generations. The extensive consultation and engagement on the Green Paper, which ran from 26th March to the 1st July 2018, generated over 3,500 individual responses as well as a number of collective responses from organisations. The high number of responses and what they told us shows clearly how much our transport system impacts on the daily lives of people across the city and how important it is that we tackle the long-standing problems with the city's transport infrastructure.
3. The Green Paper acknowledged the need for a transformative approach to transport in Cardiff and proposed 18 'big ideas' to achieve this, including the potential introduction of mechanisms to raise funds for investment in the transport system.
4. Cardiff has already taken major steps forward in achieving sustainable patterns of modal shift. Travel to work data for Cardiff (Ask Cardiff survey)

demonstrates a clear trend of modal shift to active and sustainable modes. For example, there has been a significant increase in cycling, with journeys to work made by cycling growing from 7.6% in 2011 to 13% in 2018. Car use has experienced a decline, reducing from 56.7% in 2011 to 49% in 2018. This is a positive trend, but more action is needed to ensure that Cardiff continues to thrive and grow as a successful city.

5. Already, an ambitious transport programme is being delivered which includes major investment in segregated cycleways, 20mph limits and a package of clean air measures. Funding has also been secured to deliver major improvements to air quality in the city centre, with significant enhancements to bus routes, cycle lanes and the pedestrian environment at Castle Street and Westgate Street. Positive discussions are also underway regarding the development of the Metro. Although this existing programme represents a significant level of investment and will deliver key interventions in areas of the city, it is recognised that it will not provide the scale of change necessary to improve public transport, tackle congestion, improve air quality and de-carbonise the city.
6. The White Paper therefore outlines a package of key projects that will make a decisive contribution to tackling the Climate Emergency, addressing inequality and promoting inclusive economic growth. It will focus on making Cardiff a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. It will also reduce dependency on private cars whilst adopting challenging modal split targets for active travel and public transport through investment in transformative transport projects.
7. Building on the work of the Green Paper, the Transport Vision sets out the priorities over the next ten years to fundamentally transform the way people move around the city with a focus on four major schemes:
 - **Cardiff Crossrail Tram Line:** Cardiff Crossrail would connect the city's newest communities (e.g. Plasdŵr) as well as providing links to the city centre and key business developments for some of the city's most deprived communities (e.g. Splott, Tremorfa). The line could also extend beyond Cardiff's boundaries, connecting the city with the wider region, for example new housing developments in Rhondda Cynon Taff.
 - **Cardiff Circle Line:** The Circle Line would connect the Coryton Line to the Taff Vale Line, north of Radyr to complete a city centre orbital route and improve cross-city connectivity. It would also include new park and ride opportunities from Junction 32 of the M4 and allow for more frequent services on the Coryton and City lines.
 - **Rapid Bus Transport:** Major improvements to the city's bus offer would see cleaner, greener vehicles offering improved journey times on dedicated bus corridors with smart network management giving buses priority over other vehicles. A new central bus station will also be completed by 2022 with new park and ride facilities delivered to connect the city with the wider region including, for example at Junction 33.

- **Active Travel:** A serious programme of investment and support for active travel would enable more people to walk and cycle for more journeys, making Cardiff safer, cleaner and quieter. Investment in five fully segregated cycleways, a network of supporting routes and interventions in high-quality facilities for walking will help to deliver the ambitious target for active travel.
8. In addition to the four key priorities, the White Paper outlines a number of other actions which will help to deliver the scale of change required. For example, working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and refurbished stations – and fully integrated ticketing; delivering lower speeds where people live through the continuing commitment to 20mph limits; developing a ‘Healthy Streets’ programme to support active travel and play in our local communities; tackling dangerous and inconsiderate driving and parking behaviour around our schools, and supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles, developing the car club offer in the city and using the latest technology to provide a new, up to date Real- Time Passenger Information system.
 9. Delivering this vision would position Cardiff as a front-ranking European city with sustainable transport underpinning our wider ambitions. Realising our transport vision will de-carbonise the city, delivering air quality improvements, public health improvements and broader environment benefits, as well as providing a positive business environment.

Issues

10. How people move around Cardiff is fundamental to how our city works and has a significant impact on how successfully the economy operates, the quality of our environment, how safe our communities are and social equity. The proposals within the White Paper will seek to address the inadequacies of a transport infrastructure that can no longer accommodate the needs of a rapidly growing city which serves as a regional employment centre and national destination for culture, sports and tourism. More fundamentally, it will signal a decisive move away from the incrementalism that has characterised the development of mass public transport infrastructure in the region for many years and is inadequate if the Welsh capital is to address the Climate Emergency.

Climate Change and Clean Air

11. Climate change and air quality are two of the most pressing issues facing the city, requiring urgent action and radical solutions. On 28th March 2019, Cardiff Council approved a motion to declare a Climate Emergency. The Welsh Government also declared a Climate Emergency on 29th April 2019, the day after the Scottish Government, followed by the UK Government on 1st May. Over 70 Councils in the UK have now declared a Climate Emergency with the majority including targets to be achieved by 2030. As part of this, the Council has agreed to support the implementation of the Welsh Government’s Low Carbon Delivery Plan, which aims to secure a

carbon-neutral public sector in Wales by 2030. This includes the commitment for the Council to progress a wide range of projects in support of the existing Carbon Reduction Strategy and to further reduce carbon emissions from the Council's operations.

12. Poor air quality impacts significantly on health, child development and environmental quality. Whilst air pollution affects everyone, it can disproportionately affect vulnerable population groups such as "children, older people, those with underlying disease, and those exposed to higher concentrations because of living or commuting in urban or deprived locations" (Public Health Wales 2018). The Council's Clean Air Plan has to achieve compliance with EU Limit Values for NO₂ pollution in the shortest possible time and was approved by the Welsh Minister in December 2019. Whilst this Plan is ambitious in terms of improving NO₂ concentrations, the Council recognises that there is no safe limit for air pollutants and that further measures will be necessary to ensure that pollution levels are continually improved to reduce exposure as far as reasonably practicable.

Supporting City Growth

13. Cardiff is a rapidly growing city with investment in transport infrastructure failing to keep pace with the level of growth. In effect, Cardiff's transport network was built to serve only half the predicted population of 400,000 people. Managing this growth in a sustainable way is critical for the success of Cardiff and the wider city region. Cardiff's Local Development Plan (2006-2026) (LDP) makes clear the need for substantial improvements to Cardiff's transport infrastructure in order to accommodate this expansion sustainably. Its policies seek to integrate new development with the provision of on-site and off-site transport infrastructure improvements in order to mitigate the impacts of transport and by 2026, to achieve a 50:50 'modal split' between journeys by car and trips made by walking, cycling and public transport. For example, the new park and ride site and bus services at Junction 33 are being delivered by the developer and Section 106 Contributions have been secured towards supporting bus services. Additional revenue funding for the operation of the services will be sought, however without major transport improvements, the current transport network is not fit to meet the needs of a growing 21st century city.

Tackling Congestion

14. Congestion has significant economic, environmental and social impacts. It is consistently cited as a key area of concern for Cardiff residents. For example, 64.1% of respondents to the 2017 Ask Cardiff survey rated reduced congestion as the transport improvement they would most like to see. Around 100,000 people commute in and out of Cardiff each day, 80,000 by car, many of which are single occupancy vehicles. Together with trips by car made by Cardiff residents and the expected growth of the city, this is an unsustainable pressure on the road network. Reducing the proportion of these trips made by car would greatly assist Cardiff's efforts to reduce the pressures on its road network, tackle poor air quality and improve the efficiency of its public transport.

Supporting Business

15. Cardiff has been transformed by a programme of major urban regeneration projects which have contributed to the city's position as a front-ranking capital city. Investment in the city's business infrastructure and new jobs, together with new housing communities and further new employment and leisure opportunities, highlight the need for excellent transport links which support every part of the city.
16. Realising our Transport Vision will significantly improve access to jobs and opportunities for disadvantaged communities currently poorly served by public transport, both within Cardiff and the wider region, and help reduce the inequality that remains a prominent feature of South East Wales. It will lead to a reduction in the levels of congestion in Cardiff, which are currently amongst the worst in the UK and see drivers spend an average of 19 working days a year caught in peak-time traffic. Equally as significant, it will deliver major productivity gains which will positively impact the fiscal bottom line.

Creating Safe and Healthy Communities

17. Transport can help to make our communities safer and healthier. Ensuring we have streets and neighbourhoods where it is safe for people to walk and cycle, and children to play will help to deliver Cardiff's well-being objectives, for example, 'Cardiff is a great place to grow up' and 'Safe, confident and empowered communities'. Reducing traffic and congestion helps create cleaner, quieter communities which are better places to live, while improving active travel facilities provides more opportunities for physical activity, tackling sedentary behaviour and obesity which can contribute to ill health. Air and noise pollution as well as road traffic collisions often have the greatest impact on our most deprived communities. For example, research shows that child pedestrians from the lowest socio-economic groups are over four times more likely to be killed or seriously injured on the roads (Road Safety Framework Wales 2013). Department for Transport research also indicates that the largest group of killed and seriously injured casualties (69%) are child pedestrians. Of this group, 82 per cent of all child casualties were pedestrians travelling before or after school on a school day (DfT, 2015).

Context within National Policy

18. Welsh Government is currently consulting on a Clean Air Plan for Wales (December 2019)¹, which includes reference to Workplace Parking Levies, as a means to 'encourage commuters to find alternative means of travel by applying a direct charge on employees for using employer-provided parking' (p.60). Similarly, the consultation document highlights that 'Reduced car journeys and road congestion can deliver reductions in polluting emissions and revenue generated by such a scheme may be used to support improvements in local transport provision' (p.60). The commitments and actions outlined in the plan include 'Continue to review the role of vehicle

¹ <https://gov.wales/clean-air-plan-wales>

access restriction under the Clean Air Framework, including whether road-user charging and banning of the most polluting vehicles has a role to play in reducing roadside levels of air pollution' (p.75).

Delivering the White Paper: Review of Transformative Funding Options

19. Delivering the major initiatives included within the Transport Vision has been estimated at between £1 and £2 billion. It is therefore clear that delivering such a transformative package of projects – which will make a decisive contribution to tackling the Climate Emergency, addressing inequality and promoting inclusive economic growth – requires a radical departure from the incremental funding model which has for too long constrained ambition. Consequently, the Council must explore a more radical approach to meet the investment level required if it is to deliver its Transport Vision and achieve the associated benefits.

20. As an immediate step, the Council will work with Welsh Government to develop a comprehensive investment plan to support the delivery of this agenda. This will include detailed consideration of the range of funding mechanisms to achieve the modernisation of local infrastructure. Development of the strategy will need to consider the extent to which existing assets and sources of capital might be mobilised to address current investment needs. New sources of funding may also be available, including the new Shared Prosperity Fund that will replace existing regional development funding. However given the scale of the ambition set out in this Paper, more radical funding options must be considered. The Council will therefore review a range of mechanisms that have supported infrastructure development in major global cities, and may include:
 - **A Cardiff Bond:** A debt-based investment model where money is loaned to a public entity in return for an agreed rate of interest.

 - **Tax Increment Financing (TIF):** The UK TIF model is based on re-investing a proportion of future business rates from an area back into infrastructure related to the development of that area. It applies where the sources of funding available for a scheme to deliver economic growth and renewal cannot cover the cost of infrastructure required by the scheme.

 - **Work Place Parking Levy:** A type of congestion management scheme that is placed on employers who provide workplace parking. Employers and businesses would pay an annual levy to their local council for every parking space provided to their employees and employers would determine whether to subsidise their payments by asking employees to pay a charge for using their spaces. In the UK such a scheme has been introduced in Nottingham. Since 2012 Nottingham City Council has been able to raise around £9m per annum, enabling the extension of the tram network, re-development of the railway station and the creation of the UK's first all-electric park and ride. A number of authorities across the UK including Birmingham, Leicester, Oxford, Reading, Edinburgh and a number of London Boroughs are considering such schemes and developing appropriate business cases.

- **Road User Charging:** Urban road user charging – also called congestion charging or road pricing –charge drivers for the use of the roads they drive on, and can potentially vary the charges according to location, time and type of vehicle. One example could be a city-wide scheme to introduce a universal minimal level of charging (e.g. £2 per day) for all vehicles crossing into the charging area. Appropriate exemptions for local residents, emergency vehicles, motorcycles and registered blue badge holders for people with disabilities could form part of any scheme
- **Low Emission Zones (LEZ) or Clean Air Zones (CAZ):** These schemes are defined areas where access by some polluting vehicles is restricted (charged) or banned with the aim of improving air quality.

21. This list is by no means exhaustive and any review of potential funding options would include a detailed considerations of the widest range of potential delivery options and until this work is completed, no decision on the implementation of any scheme will be made. This report therefore seeks authority to undertake appropriate assessments/ investigations to identify a viable scheme that could deliver the improvements to the city’s transport infrastructure highlighted in the White Paper.

Key Principles: Delivering a Scheme that Works for Cardiff

22. Any potential funding option would need to meet the cost and accelerate the delivery of the transformative package of projects in the White Paper whilst being consistent with a number of underlying principles. The Council would therefore ensure that any funding option would:

- Address the Climate Emergency by reducing vehicle emissions;
- Facilitate wider improvements in air quality to protect and improve public health and the environment;
- Reduce congestion and improve travel times and reliability, and;
- Deliver improvements in public transport and active travel to support modal shift.

23. The cost of negative externalities associated with high volumes of commuting traffic from outside Cardiff – which include additional congestion, air pollution, and road maintenance requirements – are currently borne by the city’s residents. The Council’s preferred option would therefore include an exemption for Cardiff residents if a charging option was deemed desirable. However as part of a robust decision- making process, a full list of options will need to be initially assessed in order for the Council to identify an option that could best deliver our desired objectives. No scheme will be taken forward unless we are satisfied that such a scheme will work for our residents.

24. In developing the business case for any such scheme, the Council would, as appropriate, undertake detailed assessments and adopt in full any relevant Welsh Government guidance (such as the WelTAG guidance). Whilst the Council appreciates the need to assess a full range of options as part of any process to unlock infrastructure funding, we are clear about the fundamental principles which would underpin the approach and the Cabinet's preferred approach. This would include:
- No Displacement of Existing Funds (Additionality). Any additional funding generated by a potential charging scheme should not be a basis for displacing Welsh Government revenue or capital funding which is currently, or may be in the future, allocated to Cardiff.
 - Ring-fenced investment for core objectives (Hypothecation). Any additional funding will be used to reduce congestion into Cardiff, improve public transport, increase the range and choice of sustainable travel choices, and make public transport more affordable.
25. Whilst these principles would not pre-determine the outcome of any business case, they would ensure that work to identify and introduce a sustainable transport funding mechanism would be underpinned by fairness and transparency of purpose.

Detailed Technical Analysis

26. In order to progress suitable assessments of potential funding schemes, the Council will require external professional advice, particularly relating to transportation modelling, assessments and cost benefit analysis in order to develop a robust business case. It has been estimated that the costs to develop a Full Business Case may be up to a minimum of £2m, although these costs will be subject to the results of appropriate tender exercises and the outcomes of the work as it progresses.

Ongoing Delivery Capacity and Risks

27. The Transport Strategy Team are currently progressing a number of key transport projects in Cardiff through funding secured from Local Transport Fund, Active Travel Fund and City Deal Funding Allocations. This includes transformative projects in the city centre.
28. The delivery of these projects has already placed significant pressures on the team, and it is obvious that to continue to deliver these existing projects and the wider projects in the White Paper, including the development of any charging scheme, will require a significant uplift in resources for the team.
29. The Director of Planning, Transport & Environment and the Head of Transport will therefore need to undertake a review of staffing resources and assess the workforce requirements to ensure the White Paper projects and the development of the delivery option Business Cases can be adequately delivered.

Well-being of Future Generations

30. The Well-Being of Future Generations (Wales) Act 2015 places a 'well-being duty' on public bodies aimed at achieving seven national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
31. In discharging its duties under the 2015 Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Delivering Capital Ambition: Cardiff's Corporate Plan 2019-22 <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Pages/Corporate-Plan.aspx>
32. When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that decision makers should consider how any proposed decision will contribute towards meeting the well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
33. The well-being duty also requires the Council to act in accordance with the 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
 - Look to the long term;
 - Focus on prevention by understanding the root causes of problems;
 - Deliver an integrated approach to achieving the seven national well-being goals;
 - Work in collaboration with others to find shared sustainable solutions, and;
 - Involve people from all sections of the community in the decisions which affect them.
34. The extensive engagement carried out on the Transport and Clean Air Green Paper has directly informed the development of the White Paper. In addition to the consultation responses, engagement was also held with children and young people through the Cardiff Youth Council. A city-wide survey completed by over 2,400 young people across Cardiff highlighted a number of concerns. For example, 32% think transport problems in Cardiff are serious or very serious and more than 50% of young people use bus services at least once a week.

Local Member consultation

35. Consultation with local members was held as part of the Green Paper consultation and engagement. A package of appropriate member engagement will be implemented, together with consultation and engagement around the delivery of each scheme outlined in the White Paper, including cycleways, strategic bus infrastructure schemes, the development of smart corridors and the next phase of modal filters.

Scrutiny Consideration

36. The Environment Scrutiny Committee is due to consider this report on 21 January 2020. Any comments received will be reported to the Cabinet meeting.

Reason for Recommendations

37. To publish the Transport White Paper and to enable Cardiff Council to identify potential funding mechanisms in order to enable the delivery of transformative transport infrastructure detailed in the White Paper.

Financial implications

38. The report indicates a number of major transport projects as well as indicative costs of implementation as part of the White Paper. It is important to note that these costs are high-level concept costs with a significant level of optimism bias, as required to be assumed in initial modelling of projects at this stage of their development. Detailed costs and financial implications would need to be developed as part of WelTag or other relevant business case approaches prior to decision making.
39. Any projects implemented will have capital and associated revenue budget implications for the Council. In developing such projects, the Council's Capital Strategy highlights the importance of working with partners particularly with Welsh Government to align key priorities and to make a case for a much longer term and sustained approach to capital grant investment that supports the City's vital infrastructure, to make a stepped change in helping drive the city, region and nation forward.
40. This is particularly important given the financial challenges facing the Council particularly in respect of affordability of additional borrowing without additional income streams. Whilst it is important that a significant and sustained level of prioritised capital grant for transport infrastructure is received by the Council, this report requests the development of potential additional options that could generate resources to support affordability of additional investment as well as meeting wider aims set out in the transport vision.
41. Funding for the development of outline and strategic business cases for congestion management schemes will need to be considered as part of other priorities in the Council's 2020/21 and medium term financial budget as well as options for using the Parking Enforcement Earmarked reserve subject to determining key priorities for use of this reserve. The costs of developing proposals would be subject to a procurement process. Where

such proposals utilise the Council's borrowing powers, the sustainability of income in the long term will be an important consideration, to ensure there is affordability, in the short, medium and long term.

42. In order to ensure effective delivery of the options, both external and internal resource is likely to be required, with the latter including, transport as well as financial and legal due diligence support. Where this cannot be managed within existing revenue budget resources, this should be considered as part of the 2020/21 budget and medium term financial to ensure the timescales for delivery of the outputs set out in this report can be met.

Legal Implications

43. When considering this matter Cabinet should have regard to the general legal advice set out below.

General Legal Implications

Legal Implications

44. The report recommends approval of the Transport White Paper ("the White Paper"), which sets the Council's Transport Vision to 2030. The report also contains details on funding options for the proposed infrastructure changes required.
45. In implementing the projects and/or policies noted within the White Paper the Council will exercise various powers under the Transport Act 2000, the Road Traffic Regulation Act 1984, the Traffic Management Act 2004 and the Highways Act 1980 amongst various other legal provisions. As and when individual proposals within the White Paper are developed, legal advice should be obtained, legal implications may arise if and when the matters referred to in the whitepaper are implemented, with or without any modifications.
46. The report also notes that the Green Paper was subject to consultation. Consultation gives rise to the legitimate expectation that the outcome of the consultation will be duly considered when subsequent decision are made. Accordingly, in considering this matter due regard should be had to the consultation feedback received.
47. In considering the recommendations contained within the report and in developing the various projects/ policies, regard should be had, amongst other matters, to:

Equalities Impact Assessment/public duties:

- The Council has to satisfy its public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis

of 'protected characteristics'. The 'Protected characteristics' are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and civil partnership • Sexual orientation • Religion or belief – including lack of belief.

- Consideration should be given to the Equality Impact Assessments ('EIA') attached to this report so that the decision maker may understand the potential impacts of the proposals in terms of equality. This will assist the decision maker to ensure that it is making proportionate and rational decisions having due regard to the public sector equality duty.
- Where a decision is likely to result in a detrimental impact on any group sharing a Protected Characteristic, consideration must be given to possible ways to mitigate the harm. If the harm cannot be avoided, the decision maker must balance the detrimental impact against the strength of the legitimate public need to pursue the recommended approach. The decision maker must be satisfied that having regard to all the relevant circumstances and the PSED, the proposals can be justified, and that all reasonable efforts have been made to mitigate the harm.

Well-Being of Future Generations (Wales) Act 2015:

- The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
- In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2019-22. When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
- The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
 - Look to the long term
 - Focus on prevention by understanding the root causes of problems
 - Deliver an integrated approach to achieving the 7 national well-being goals

- Work in collaboration with others to find shared sustainable solutions
 - Involve people from all sections of the community in the decisions which affect them
48. The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

HR Implications

49. As detailed in paragraphs 27 to 29, there are resource requirements to ensure the White Paper projects and the development of the delivery option Business Cases can be adequately delivered. Any resource requirements will be undertaken using corporately agreed policies and full consultation will take place with Trade Unions.

Property Implications

50. The white paper does not refer to specific property projects and there are no issues identified at this stage that raise concerns from a property perspective.
51. Any resultant land transactions, negotiations or valuations to deliver these proposals should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.
52. The report highlights the environmental benefits resulting from the implementation of the transport strategy with the ambition to "de-carbonise" the city by 2030. In response to the Climate Emergency declared by Cardiff Council in 2019, the Council is developing a One Planet Cardiff Strategy which includes shared responsibility across the Council with the property estate making a significant contribution to the Carbon Neutral Public Sector aspect of this strategy.

RECOMMENDATIONS

Cabinet is recommended to:

1. Approve the White Paper – Cardiff Transport Vision - 2030 attached at Appendix 1.
2. Note the Director of Planning Transport and Environment in consultation with the Cabinet Member will undertake a review of staffing and resources and assess the workforce requirements to ensure the White Paper Projects and the development of the delivery option Business Case can be adequately delivered.

3. Approve the development of strategic and outline Business Cases on Delivery Options and delegate authority to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member Strategic Planning and Transport, Cabinet Member Finance, Modernisation & Performance, s.151 Officer and Director Governance and Legal Services, to deal with all aspects of the procurement process (including approving the evaluation criteria to be used, commencing the procurement and authorising the award of the proposed contract) and all ancillary matters pertaining to the procurement.
4. Agree to receive a further report on the outcomes of the Outline Business Case to agree any necessary consultation and next steps to develop the full business case.
5. Delegate authority to the Director of Planning, Transport and Environment in consultation with the Leader and Cabinet Member for Strategic Planning and Transport, to engage with the Regional Transport Authority and other partners/stakeholders on the White Paper and delivery option Business Cases.

SENIOR RESPONSIBLE OFFICER	ANDREW GREGORY Director of Planning, Transport & Environment
	17 January 2020

The following appendices are attached:

Appendix 1: Transport White Paper

Appendix 2: Equality Impact Assessment - Transport White Paper

The following Background Papers have been taken into account:

Clean Air Plan

Transport and Clean Air Green Paper

Transport and Clean Air Green Paper consultation report

Cardiff's Transport White Paper: Transport Vision to 2030

Changing how we move around a growing city



Introduction

Since I've taken on this job I've found there are few things in Cardiff that stir up more debate among residents than transport.

If you look at it from the point of view of the average Cardiff resident driving into the city to work every day, struggling for their bit of road space with the 80,000 other car commuters from outside the city's boundaries then absolutely, traffic congestion, traffic pollution and a public transport system which struggles to adequately serve the people who live and work here are all issues of major concern - and so they should be.

Right now we are living in a world where the Climate Emergency is changing how we feel about our future. It is beginning to shape our behaviour and point towards the actions we will all have to take to save the planet for our children and grandchildren. That's why getting our transport system right is so important for our city's future and for our children's future too.

Did you know Cardiff's current transport network was designed half a century ago for a city of 200,000 people? Today, once commuters, shoppers and visitors are taken into account our city has a daily population of almost half a million. No wonder our transport network is creaking – it's no longer fit for purpose.

A public transport system – underfunded for years – and an ever increasing number of cars on our roads is bringing our city to a standstill. We now know the harm this number of cars does:

- It is our biggest contributing factor to climate change
- Air pollution is reaching legal limits, affecting the health of every one of us, especially the most vulnerable
- It holds back businesses and our daily lives with drivers spending an average of 143 hours a year stuck in peak-time traffic jams

And these problems are before you consider the fact Cardiff's population is **set to grow by a further 50,000 people over the next decade**, with more and more jobs coming to the city centre attracting more and more commuters.

Urgent action and bold solutions are required. Our Green Paper started a serious debate about the problems the city is facing and some potential solutions. Over 5,000 respondents, including 2,500 young people, shared their thoughts with us, alongside numerous organisations, experts and institutions. Today that debate carries on in Cardiff pubs, at school gates, and all over social media. It's clear, we can't go on as we are. There are too many cars on our roads, our public transport isn't good enough. Bus and train services are too infrequent. A growing number of people want to cycle but don't feel safe. We all want cleaner air and to do our bit to combat climate change.

That's why we're delighted to bring forward this Transport White Paper. In it you will hear an exciting vision for the city, and how we plan to deliver it.

It includes:

- Expanding on the Metro plans for new tram-train routes and stations
- Introducing new Bus Rapid Transit services and Park & Ride sites, and making bus travel far cheaper
- Re-prioritisation of our streets to give more space to people walking and cycling

All of this is a serious undertaking, some of which will take 10–20 years to deliver. It also won't be cheap.

“

Cardiff has a **daily population of almost half a million people**, no wonder our transport network is creaking - it's no longer fit for purpose

”



This is why we, as Cardiff Council's Cabinet, have become more and more convinced that to undertake the kind of radical change required we will need to investigate a form of charging mechanism that could help deliver on the following:

1. tackle climate change
2. reduce congestion
3. improve air quality
4. Provide ring fenced funding to invest in much-needed public transport initiatives

As part of a robust decision making process we will consider a number of options. However, our preferred option would include an exemption for Cardiff residents from any charge.

One option that we believe could work would be a road user charging scheme with a minimal (e.g. £2) charge for vehicles coming into Cardiff. This could reduce the number of vehicles coming into the city, whilst achieving reductions in carbon emissions, improving air quality, reducing congestion and helping to raise the money required to help pay for improvements to our transport network. Money which could help make Cardiff one of Europe's greenest, healthiest and most sustainable cities.

And that's what we want to deliver a greener, healthier, less congested city, with an affordable public transport system that works for everyone. This will require partnership working with the region and Welsh Government on a scale unheard of before.

Finally we are calling on you to help. We will only see change realised if we collectively make changes. So today: please make a pledge to alter one of your own daily transport habits. You will find pledge ideas contained in this document and any change you make could in turn inspire others as we all try to change this city for the better.

Cities that get transport right - work. They make life easier and better for residents, commuters and visitors. Cities that get transport wrong have the opposite effect, and right now, right here, with a Climate Emergency declared, the argument for change couldn't be any more immediate. It's simply time to act in the interests of all.



Councillor Caro Wild

Why do we need to change the way we travel around Cardiff?

Responding to the Climate Emergency

It's vital we all play our part in addressing climate change. Research shows the public's concern about climate change is at an all-time high. In Cardiff, 81.2% of people who took part in the Ask Cardiff Survey said they were either "very" or "fairly concerned" about climate change¹. Climate strikes and demonstrations are taking place across the world, including here where our schoolchildren and young people have marched on the National Assembly. The science is clear - urgent action is needed to cut carbon emissions. The high use of single-person car journeys into and around Cardiff only adds to the city's carbon figures. Changing how people travel is seen as one of the biggest contributions cities can make to reducing their impact on the climate.

We need to build a public transport network that encourages people out of cars and into more environmentally-friendly ways of travel. The climate emergency adds urgency to the decisions we need to take for our children's futures. We are not only working towards the UK's net zero emissions by 2050 target, we want to get there faster.



With 100,000 or so people commuting into Cardiff each day – **around 80,000 of them by car** – it is easy to see why transport is consistently the most important issue for Cardiff residents



Clean Air

Road traffic is also the main cause of air pollution. The health effects of air pollution have been extensively researched and are well documented. Along with physical inactivity it is one of the biggest health issues of our time. In Cardiff we have some of the highest levels of Nitrogen Dioxide (NO₂) pollution in Wales. In fact levels exceed the EU and national limits for NO₂ in some areas. We have a Clean Air Plan which aims to address NO₂ levels in the short term, but we want to get the air we breathe in the city as clean as it can be. Improvements to sustainable travel options and increasing the number of journeys made by active travel (walking and cycling) is a key part of this plan.

Poor air quality affects all of us, however we travel, but some people are more vulnerable. The people who suffer most from poor air quality are often the very young, the very old and those already suffering with ill health. For some, it can be fatal. For Cardiff and Vale University Health Board area, the number of equivalent deaths due to long-term air pollution are estimated to be in the range of 178-227 per year. Polluted air reduces average life expectancy across the UK by 7-8 months². Improving air quality and increasing levels of physical activity doesn't just protect our health, it can help to reduce the level of spending required on health services.





Creating Safe and Healthy Communities

Transport has a major role to play in making where we live safer, happier and more attractive. It is easy to forget that the most common cause of death for children between the ages of five and 14 years is being hit by a vehicle. Fear of traffic and the cars clogging up our streets have put a stop to children playing outside and limited their independence across much of our city³.

Recent research shows that two thirds of drivers feel that it is often not safe for children to walk or cycle because of traffic in UK cities⁴. Streets which are safe for children are streets which are good for all of us. By having a transport network that focuses on people, as well as vehicles, we can make sure our streets, neighbourhoods and public spaces are safer, cleaner, and quieter. Creating places where we choose to spend time with family and friends.

Having safe communities and attractive public spaces is also crucial if we are to promote active travel (walking and cycling). Not only is it the greenest way to get around - generating less pollution and helping to tackle climate change - it also helps keep us fit while saving us money.

A city for everyone

Travelling around our city is not always as easy as it should be, especially for people who are often the least mobile in our society. People with disabilities or reduced mobility, those with specific access needs, older people and children and young people should be able to enjoy all our city has to offer and get to the places they need to go easily and affordably. Jobs, training, schools, health-care services, leisure opportunities and childcare facilities should all be connected by our transport network. We need to make sure that everywhere in our city is open and accessible to everyone.

100,000

PEOPLE COMMUTING INTO THE AUTHORITY FROM OUTSIDE **EACH DAY**



80,000

TRAVELLING **BY CAR**



190,000

COMMUTER TRIPS MADE BY **CARDIFF RESIDENTS**



100,000

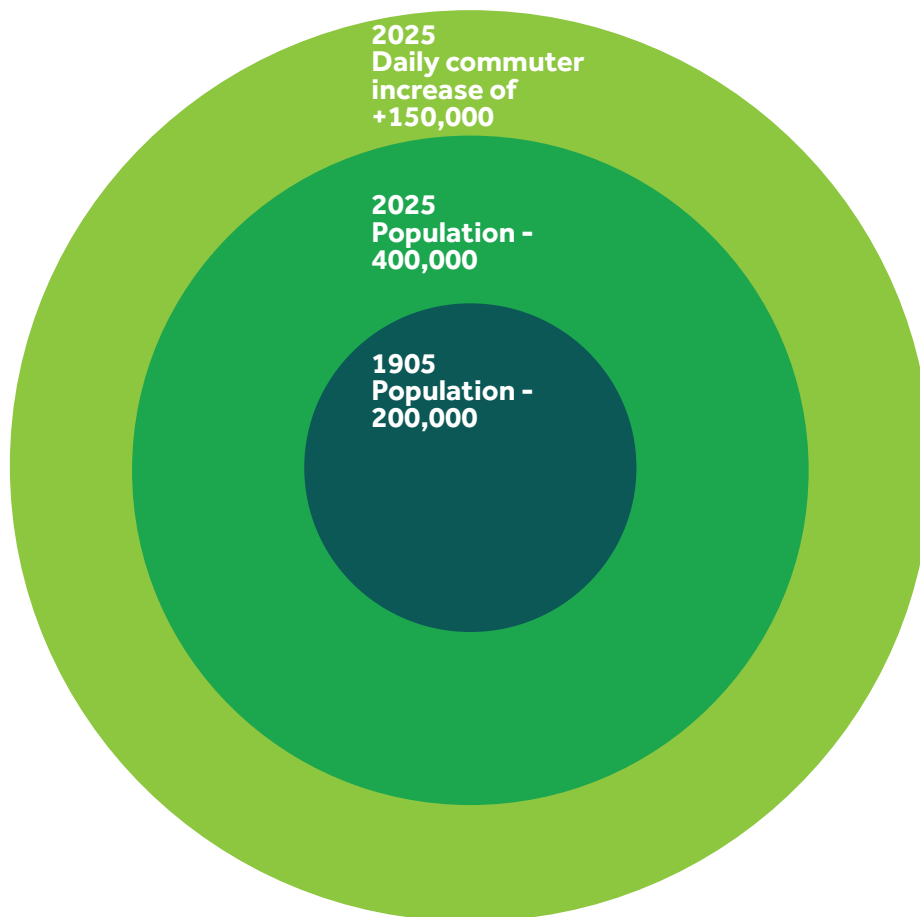
PEOPLE TRAVELLING BY CAR (ESTIMATED)



“Transport has a major role to play in making where we live **safer, happier and more attractive**”

City growth

Cardiff growth



Managing a growing city

Over the next 20 years, Cardiff is expected to be the fastest-growing major UK city.

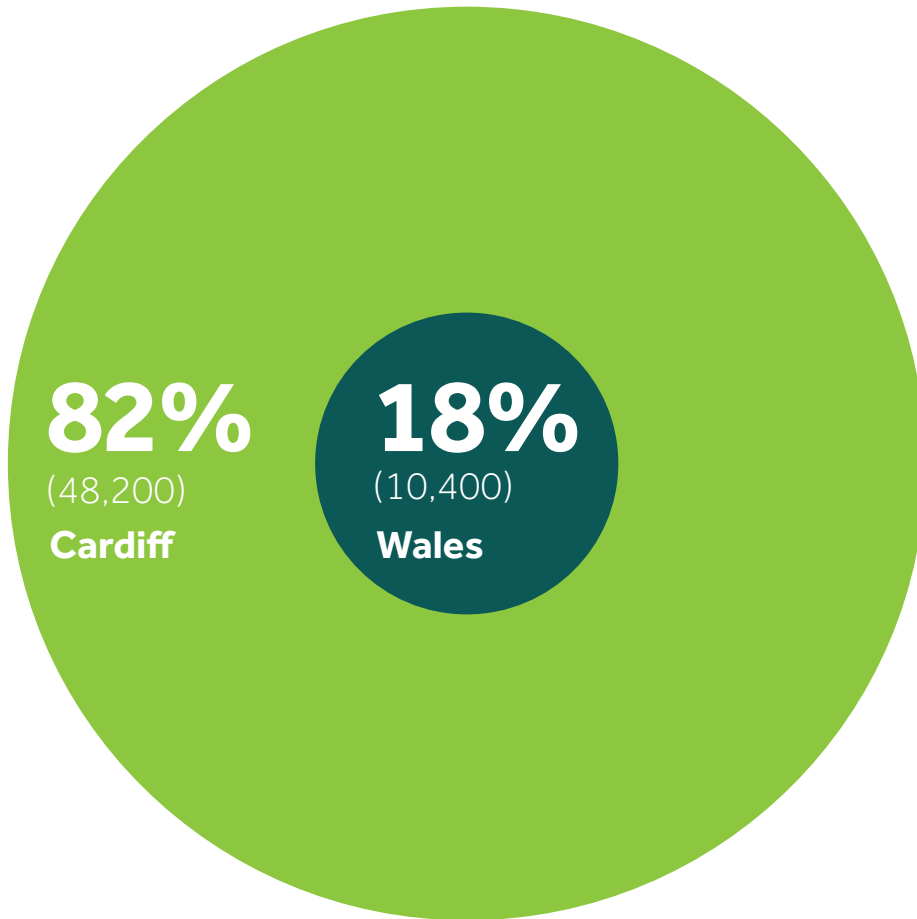
In fact, our population is projected to grow by more than every other local authority in Wales combined across that time. However, a city of soon to be 400,000 people will be operating on a transport system built to serve a much smaller population. As of 2018, there are around 100,000 people commuting into the authority from outside each day⁵, with around 80,000 of them travelling by car⁶. In addition to this there are nearly 190,000 commuter trips made by Cardiff residents, with nearly 160,000 of these within Cardiff, and around 30,000 travelling to work outside.

So it is easy to see why transport is consistently the most important issue for Cardiff residents, but the number of people commuting here means that getting our transport network right, is just as important for the

region as it is for those living in the city. The completion of the first phase of Central Square means that Cardiff has a central business district at the heart of the city centre, right next to a regional transport hub, but we need to make sure that excellent transport links support every part of the city and every community. With new homes being built in the north and west of Cardiff, new employment opportunities planned for the east of the city and a series of projects - like the indoor arena planned for the Bay - getting transport right is more important than ever.

“ Over the next 20 years, Cardiff is expected to be the fastest-growing major UK city ”

Jobs growth: Cardiff vs the rest of Wales⁷



Tackling Congestion & Supporting Business

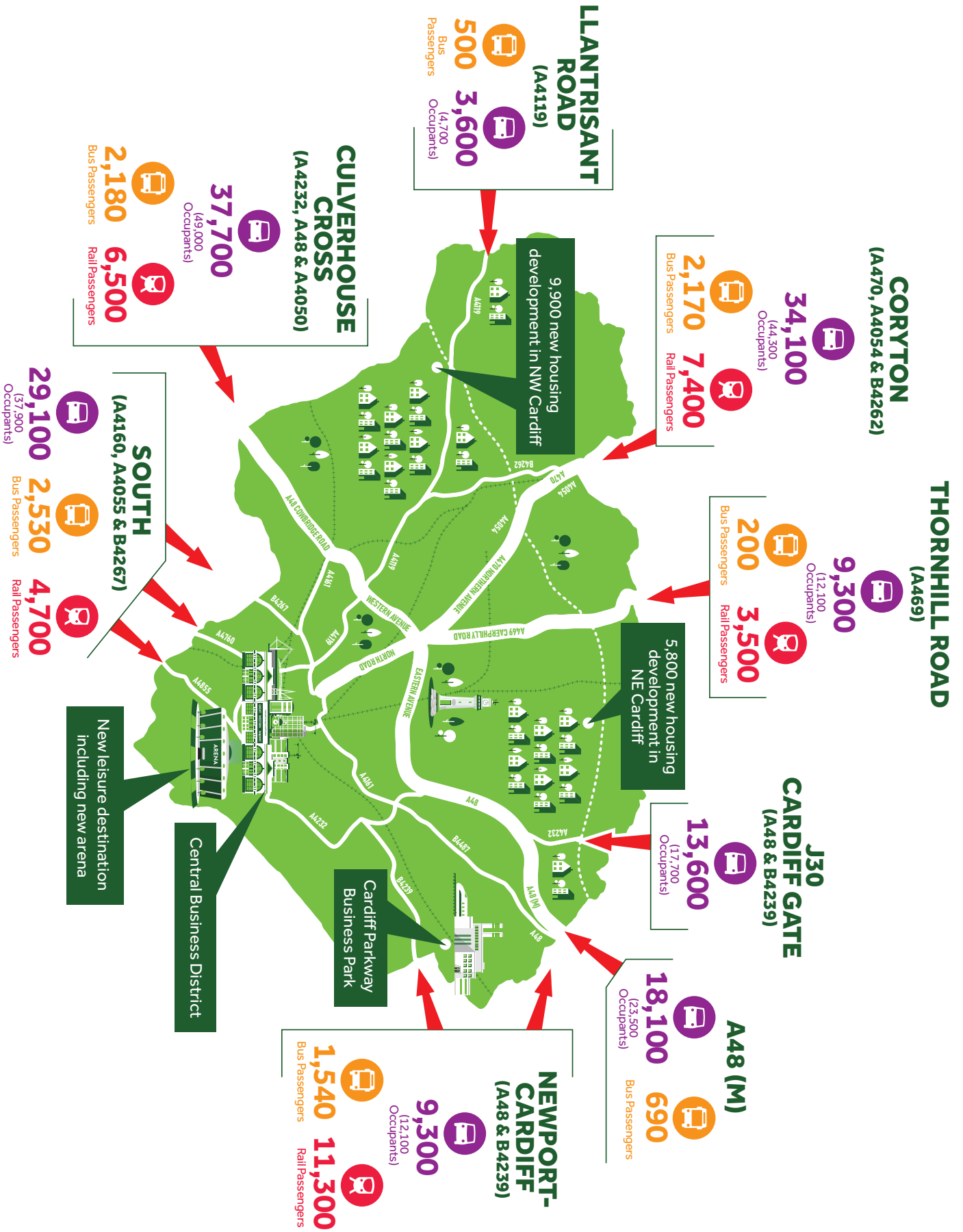
Congestion doesn't just annoy residents and commuters. It also costs money.

Since 2018 drivers in the city are losing 143 hours a year stuck in traffic during peak times. That's around 19 full working days at a cost of around £1,056 per driver. 19 full days you could spend with friends, family and doing the things you enjoy.

In the city centre during peak times, the average speed is just 9mph⁸. More than half of time travelling during peak periods (56-57%) is spent in delay, adding 17 minutes to what should normally be a 30-minute journey. As of 2018, the average journey time for the day as a whole is 28% more than when traveling during off-peak times⁹.



Growing Pains:
how people travel
into Cardiff daily



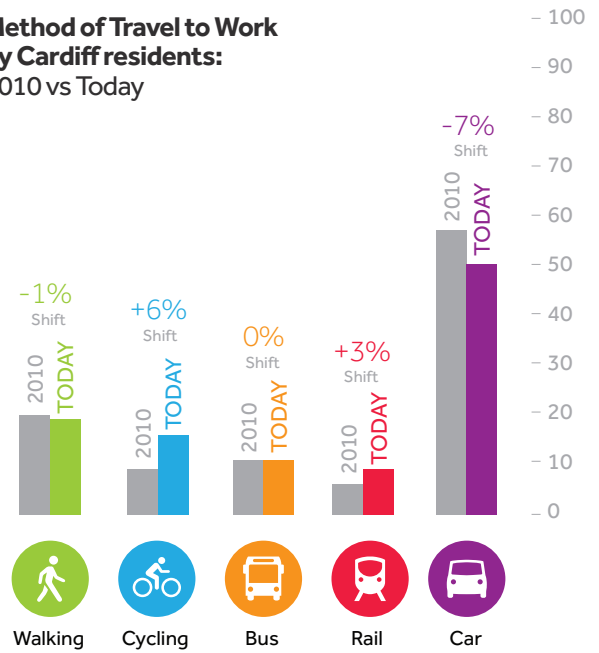
Moving Forward

In 2018 we published a Transport and Clean Air Green Paper, 'Changing how we move around a growing city' and asked you for your views on the future of transport in Cardiff. The responses made clear that Cardiff needs to be a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. This White Paper builds on feedback we've received on the Green paper and our Clean Air Plan, to set out a series of detailed measures we plan to now take to make Cardiff's transport system fit for the 21st century. Achieving this will require major improvements to public transport, significantly enhanced opportunities for active travel and major innovations in the way road traffic is managed. Taken together, this can lead to a major shift in the way we move about Cardiff. We have already come a long way.

The numbers of people cycling and commuting by rail has increased, whilst car use has fallen - but it is not enough. This Transport White Paper sets out a bold blueprint for Cardiff, which puts people at the heart of our transport plans and will fundamentally change the way people move around our city. For all the reasons outlined above we do need to see lower car use and we have ambitious targets for active travel in the city. The percentage of journeys made by active modes will increase significantly, with cycling continuing to grow in popularity. Walking will always be hugely important part of our transport system and is vital for our local communities. The number of walking journeys may fall slightly, but the rising number of trips made by easily-accessible public transport will begin and end with a walking element.

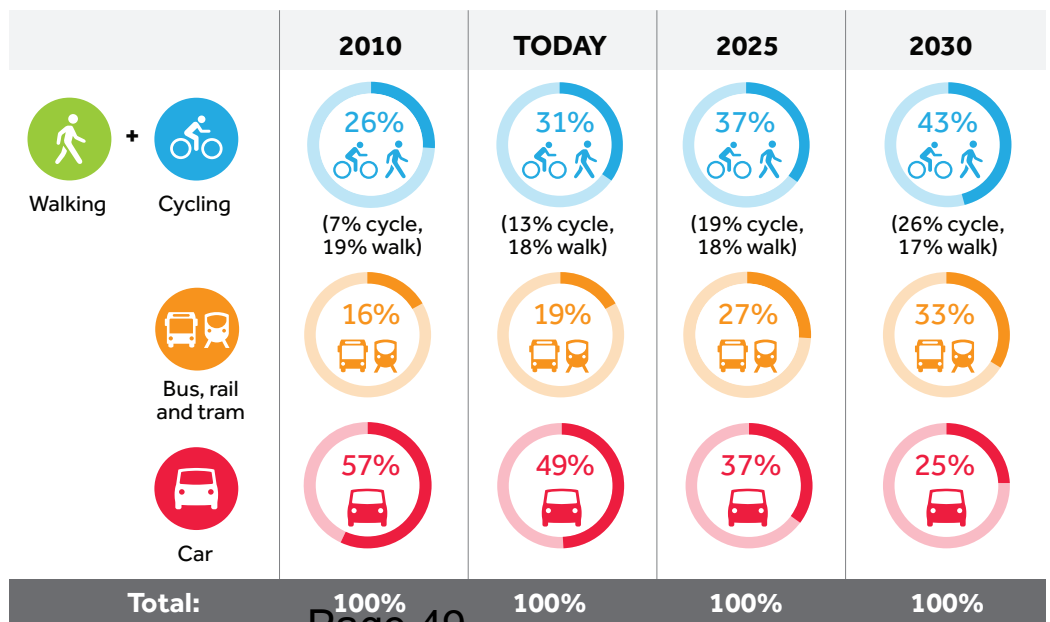
Walking regularly can reduce the risk of type 2 diabetes, stroke and high blood pressure, contribute to good mental health, and lower levels of anxiety and stress¹⁰. Encouraging walking and cycling, and reducing air pollution, should result in significant improvements in cardiovascular health. Rates of diabetes obesity and cancer should fall, our mental health should improve and overall life expectancy should increase.

Method of Travel to Work by Cardiff residents: 2010 vs Today



“ Encouraging walking and cycling, and reducing air pollution, should result in **significant improvements in cardiovascular health.** Rates of **diabetes obesity and cancer should fall,** our **mental health should improve** and **overall life expectancy should increase** ”

Targets for travel to work journeys by Cardiff residents



1. The Cardiff Metro



If you live in or around Cardiff then you may have heard about the South Wales Metro. It is an integrated public transport network, including rapid bus services, trains, tram-trains and active travel, and is being developed by Welsh Government and Transport for Wales.

The Metro is being designed to improve journey experience and to increase the amount of public transport travel across the city and south-east Wales. It will also help reduce carbon emissions using newer and cleaner fleet enabling more journeys to be taken by public transport. One of the main benefits of the Metro will be getting people in and out of Cardiff from the wider Capital Region quickly and efficiently.

This is much needed but if we are to cater for the needs of a growing capital city, then new rail lines and services must be considered now too.

That is why our proposals for a new Cardiff Crossrail tram-train line and a new Cardiff Circle tram-train line are so important. They will give thousands of people the options they need to change the way they travel in the city. Signalling and track improvements on the core metro, running between Radyr and Cardiff Bay, will unlock the pathways and capacity to enable the delivery of the Crossrail and Circle line routes.

Running from Creigiau, Crossrail's tram-train service could extend to the new housing developments that are planned beyond our boundaries, most notably the new houses planned between junctions 33 and 34 in Rhondda Cynon Taff. Connecting east to Newport is also possible.

The new line would travel through the major new housing site at Plasdwr – where around 7,000 new homes will be built – through Fairwater and Ely and the new housing development at Ely Mill, all the way to Cardiff Central Station. It will then run on through Cardiff Bay and the docks, on to Splott and Tremorfa. Crossrail would connect the city's newest developments, and its most deprived and disconnected communities, with the city centre and key business and employment hubs.

The Cardiff Circle Line would see new track connecting the Coryton Line to the Taff Vale Line north of Radyr to create a light-rail orbital route around the city. This would deliver a step change in connecting our city's suburbs. The Circle Line will also link up to a new Park & Ride facility at Junction 32 of the M4 corridor, helping to move commuting traffic from the north, off the roads and onto rail. A completed Circle Line would also improve frequency of service allowing the existing Coryton and City Line service to be upgraded from two services an hour to four services an hour, in both directions.

While bold, these proposals are also necessary, especially if we are to manage the city's growth in a sustainable way. Given its importance in keeping the capital city – and the city-region moving and working - then these proposals are of national importance.

To deliver the Cardiff Metro and enhance the South Wales Metro we will:

1

Deliver the Cardiff Crossrail tram-train line, integrating the Bay and City lines and increasing services to four per hour. The new communities in the west of the city and existing communities in the east which are currently poorly served by public transport will be connected by 2030 (phase 1 by 2024);

2

Deliver the Cardiff Circle tram-train line to complete an orbital route around the city;

3

Develop new Metro, in areas of the city such as Ely and Caerau, including bus rapid transit routes which can be delivered in the short term;

4

Deliver an integrated transport interchange at Cardiff Central, including a new central bus station in 2022 and supporting key transport interchanges across the city;

5

We will also support Welsh Government, Transport for Wales (TfW) and other partners in the development of the Metro which will:

- Deliver phase 1 of Crossrail - a new tram-train service from Radyr to Cardiff Bay, via the City Line and a new link south of Central and across Callaghan Square, by 2024;
- Deliver new stations at Loudon Square (Butetown), in the heart of Cardiff Bay, Crwys Road and Roath Park by 2024;
- Deliver new stations at Gabalfa by 2028 as well as Victoria Park, Velindre, Roath Dock and Splott thereafter;
- Establish a new Mainline Train Station at Cardiff Parkway in St Mellons;
- Deliver station improvements at all existing train stations including extensive regeneration of Queen Street Station;
- Launch a fully integrated ticketing system for all public transport in Cardiff - including the Metro, bus and Nextbike - allowing one ticket to be used across the whole transport system.

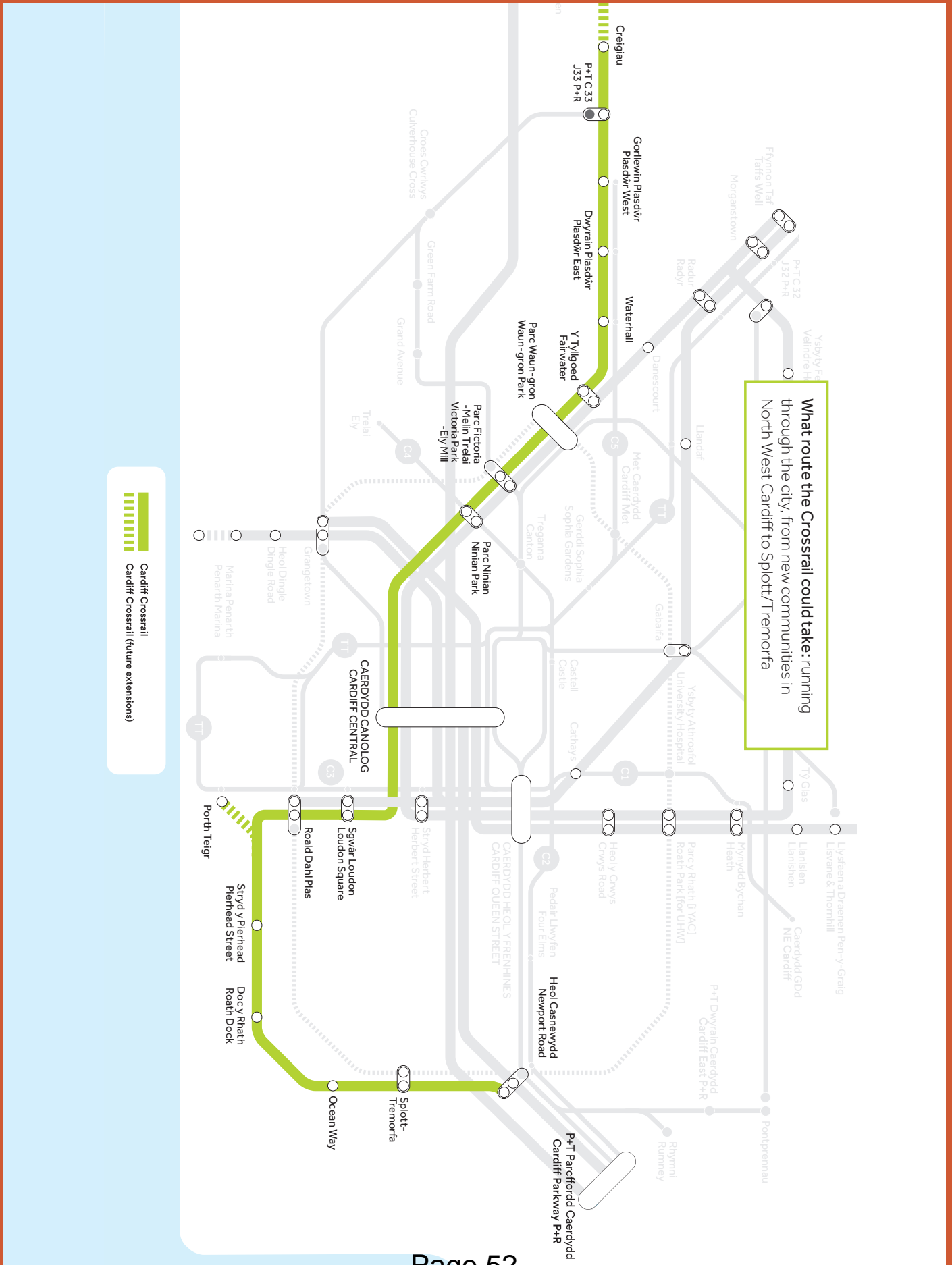


75%

of Green Paper responses supported being able to use the same ticket across the South Wales metro, the bus network and Nextbike (integrated ticketing)



Cardiff Cross Rail



2. Bus Growth



More people travel by bus in Cardiff than any other form of public transport. Buses connect communities, take us to work or to school providing easy access to shopping, leisure, childcare, health and other essential services. We know people value these services – a trip on any bus in Cardiff is sure to end with a 'Cheers drive!'.

Bus services also link Cardiff with the region and are an integral part of the regional network. Buses are especially vital for some of the region's most vulnerable residents, including those people who cannot afford to own a car or are unable to drive. Groups including children and young people, older people and people with disabilities are often particularly reliant on bus travel.

We know, however, that a real issue with Cardiff's current bus services is that they too often require people to journey into the city centre before they can connect with the service that takes them to their final destination. Where journeys involve a change of bus this can also mean extra cost, a major issue for young people and low-income households travelling to education and jobs. We also know that delays and journey times mean buses can be an unattractive alternative to cars. For some people it can take over an hour on the bus to get to any major destination outside the city centre.

We need to make all of this a thing of the past. Moving forward, Cardiff will be served by next generation buses, travelling on bus corridors and supported by technology which gives buses priority at signals and junctions. Regular, rapid bus services will link to the region and join up seamlessly with train services.

When running on bus-priority lanes, buses are great queue-busters, free from the delays, traffic and congestion experienced by other motorists. We will make sure buses in Cardiff are greener, more reliable and more affordable, with prices as low possible, taking us to the destinations we want when we want, supported by easy-to access travel information which is accurate and simple to understand.

Buses help reduce congestion by taking cars off our roads

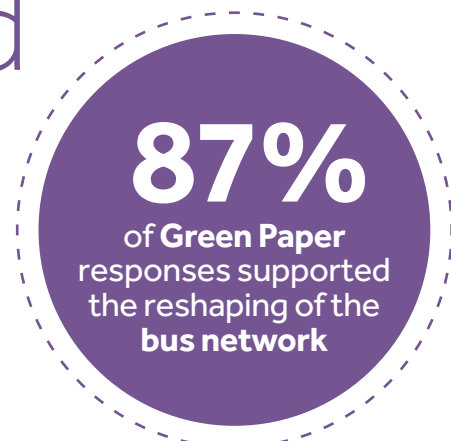


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For some of the region's most vulnerable residents, buses are especially vital

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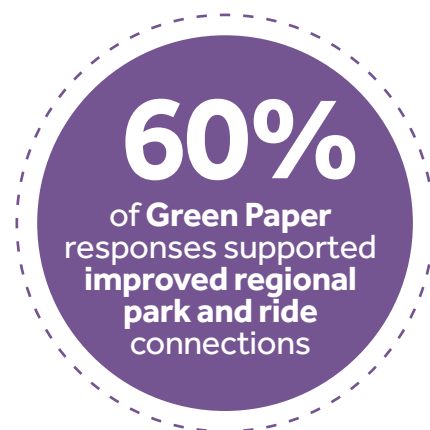
To improve travel by bus into and around Cardiff we will:



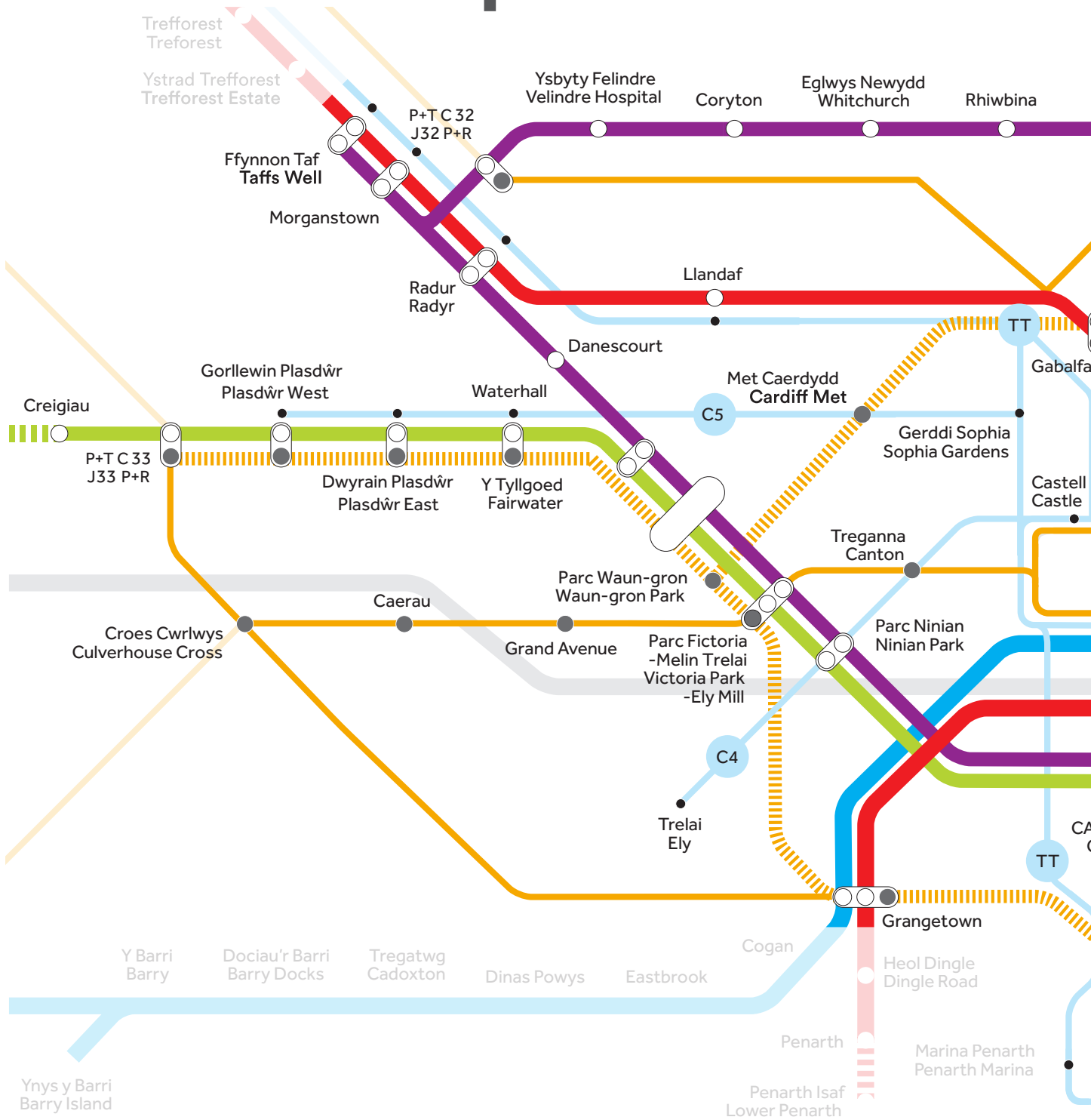
- 1** Reduce bus fares across the city with the aim of introducing £1 journeys
- 2** Improve bus services by:
 - Establishing a **new cross-city bus network, linked to the new Metro network**, which includes a bus loop around the city centre and new bus stations in the east and west of the city;
 - **Improving access to key destinations within the city** including the University Hospital of Wales and Cardiff Metropolitan University;
 - Using **SMART corridors to prioritise buses at traffic lights**;
 - **Improving access to regional destinations** - including Newport, Pontypridd and Penarth - by delivering new bus links and SMART corridors to the East, North and West of the city;




















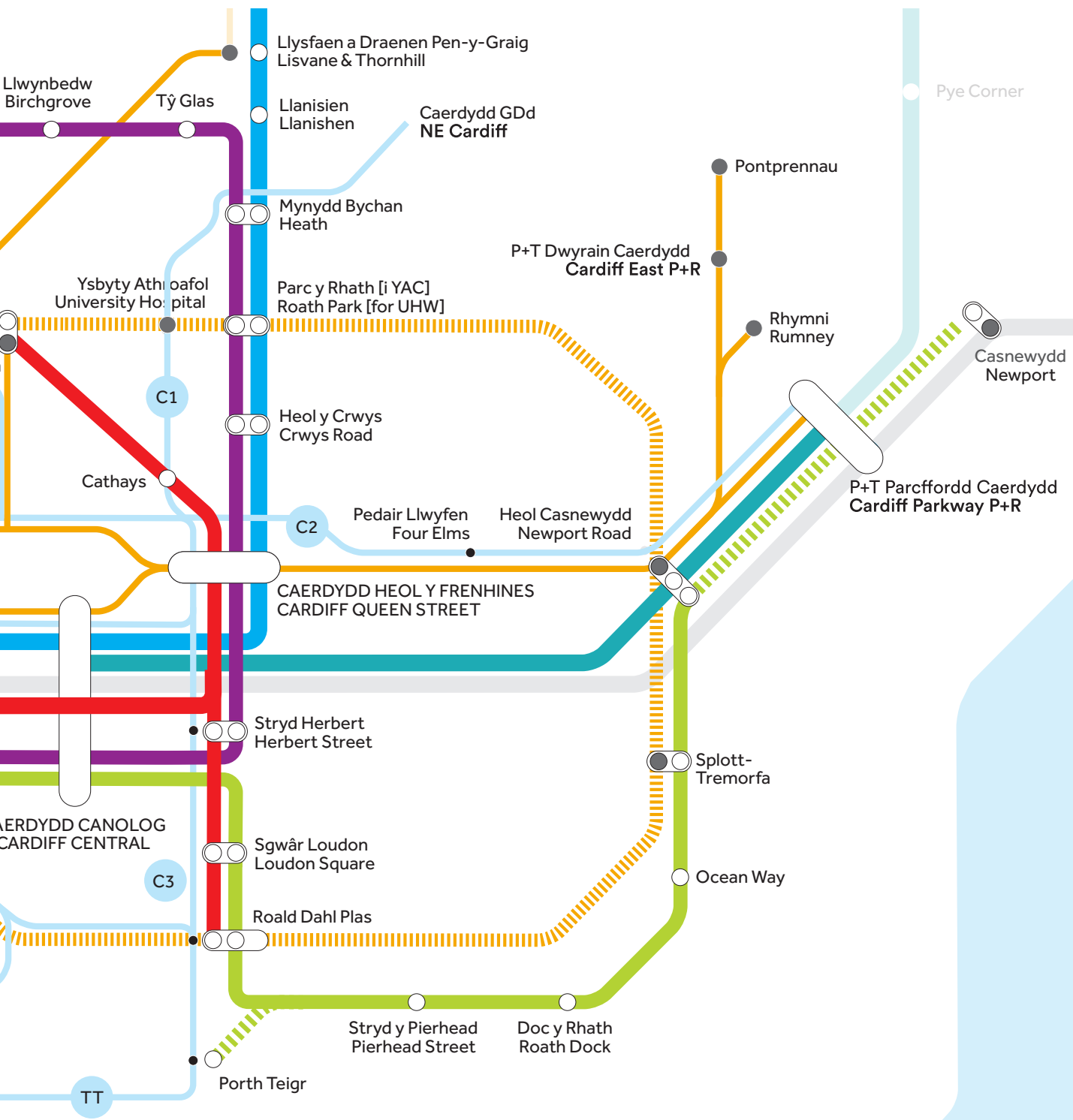
- 3** Make sure all buses in Cardiff are clean, green and efficient by shifting to electric buses and cleaner engines;
- 4** Take major traffic off Cardiff roads by establishing new Park & Ride facilities at strategic areas - including Junction 33 and Junction 32/A470 - making journey times quicker, cheaper and stress free.



Cardiff's Transport Vision



	Cardiff Circle		Cycleway
	Cardiff Crossrail		Rail station
	Cardiff Crossrail (future extensions)		Rail and/or Bus Rapid Transit interchange
	Core Valleys Line		Bus Rapid Transit stop
	Core Valleys Line (future extensions)		Multi-modal interchange
	Rhymney & Vale		Cycleway route number
	Ebbw Vale		Cycleway location
	Mainline & cross country services		
	Bus Rapid Transit - Circle		
	Bus Rapid Transit - Radial routes		



Our proposals for developing the South Wales Metro network in Cardiff: more detailed work is needed but this map shows how different routes and modes could link together across the city and into the region

Proposals for the new Cardiff Central Interchange



Proposals for Wood Street



3. Active Travel and streets for people



Walking and cycling are by far the cleanest, healthiest and cheapest ways of moving about the city. Indeed for many shorter journeys they can be the quickest as well.

Combined with frequent and reliable public transport longer journeys can be made easy too. We realise that not every journey can be made by active travel, but we want to make it the best option for a greater number of people. The health benefits are also too important to ignore. Not only does active travel make our streets, neighbourhoods and public spaces safer, cleaner and quieter, but it also takes congestion off our roads.

We know, though, that our city's cycling infrastructure is too often fragmented and that people don't always feel safe riding a bike in Cardiff. Only 34% of people think cycling safety in Cardiff is good, and only 23% think the safety of children's cycling is good (Bike Life 2017). This is why we are investing £10m of the Council's own capital budget to match grants from Welsh Government up to 2022 into a network of segregated Cycleways across the city. We are on course to deliver six major, strategic Cycleways by 2022. These will provide safe access to the city centre for cyclists along major commuting corridors.

We have also launched our on-street Bike scheme – NextBikes - which is the most successful bike-sharing scheme outside London.

To help people take up active travel, through the Public Services Board we are also supporting the Healthy Travel Charter. Organisations signed up to the Charter commit to support and encourage their staff and visitors to use healthy modes of travel, for example, by giving staff access to cycle parking and other facilities, offering discounts on public transport and supporting agile working. A number of key public sector organisations have signed up to the Charter, with work underway to offer the Charter to businesses and other organisations.

This is just the start. We have spoken about our ambition to become one of the best cycling cities in the UK. We now need to plan how we achieve this.

Cardiff is
leading the way on
**20mph
in Wales**
- we will rollout
20mph limits
across the city

“

We are investing **£10m** into a network of segregated **Cycleways across the city** and are on course to deliver **5 major, strategic Cycleways by 2022**

”

To increase active travel and improve local air quality we will:



1 Build the highest quality, safe and fully-segregated cycle network across the city by 2026, with Primary Cycleways which will extend out from the city centre to the Bay and residential areas, together with a supporting network of feeder routes;

2 Complete a cycle loop around the city centre which will connect each of the six Cycleways with each other;

3 Expand the Nextbike hire service to at least 2,000 bikes across the city, developing regional links and making membership accessible to more people;

4 Rolling out a 'streets for health' initiative across the city, to enable all streets to be reclaimed as public spaces and become healthy, green, safe, child friendly, to encourage walking and cycling, with high-quality pedestrian crossings, biodiversity, planting and sustainable urban drainage systems (SUDS) and provide improved access for everyone, particularly those with restricted mobility;

5 Develop Active Travel Plans and accessible walking and cycling routes for all schools by working with children, teachers, parents and governors to promote walking, scooting and cycling to and from schools;

6 Make Cardiff's speed limit 20mph by default.

87%
of Green Paper responses supported a comprehensive network of fully segregated cycleways with a primary cycle route network



| Cycleway proposals for Castle Street



| New crossing on Taff Mead Embankment



4. The Future of the Car

We know that, for many people, cars are an important part of daily life. It is clear that we have to reduce the number of cars moving around the city, but we have to make those journeys which have to be made by car as efficient and sustainable as possible. Reducing car use and creating safe community spaces is not only good for the environment and for journey times, it will also make our streets better places to live and safer for our children.

New technology offers opportunities to replace our older, more polluting cars with cleaner vehicles, powered by electricity or hydrogen, for example. It is important that the city supports this transition. Although cleaner cars will help to reduce the impact on our air quality and environment, they do pollute and we will still need to seriously address congestion on our roads.



Already the transport infrastructure is under pressure. Our road network has not been designed to accommodate the volume of traffic it serves every day and, given the growth of the city and number of people commuting in from outside Cardiff action is urgently needed to address this.

Technology has also brought on-demand taxi services to the market as well as lift-sharing services. Self-driving cars (autonomous vehicles) may soon be viable and could help fill in the gaps in the transport network, but all these will still add to congestion. 'Mobility as a Service' offers a shift away from paying to own and use your car, towards buying travel as a service, as we've seen happen with movie and music streaming services.

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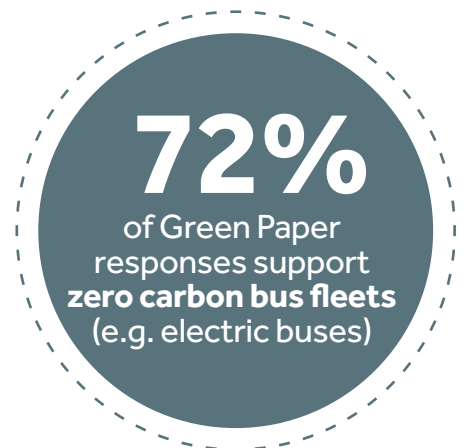
We will still need to **seriously address congestion** on our roads

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To support the move towards cleaner vehicles and manage traffic on our road network, we will:

- 1** Introduce a comprehensive approach to parking across the whole city, including addressing unmanaged street parking in areas where local residents are regularly inconvenienced and tackling pavement parking;
- 2** Reduce the need to own private cars and the associated costs - including insurance, petrol, car tax and road repairs- by working with car club operators to provide city-wide, easy, 24-hours-a-day access to car club vehicles;
- 3** Encourage the uptake of electric vehicles by significantly increasing the number of publically-available electric vehicle charging points by 2025, and making all Council Fleet Cars and LGVs zero emission capable by 2025, and HGVs zero emission capable as soon as possible;
- 4** Support businesses and local communities by creating better accessibility in South East Cardiff, for example by completing the Eastern Bay Link road and connections with Llanrumney;
- 5** Introduce a complete SMART technology approach to manage traffic in Cardiff, including the use of real time travel information to monitor and respond to transport, traffic and parking data through SMART corridors;
- 6** Work with the taxi industry to achieve overall improved standards, services and fleet, with a phased but ambitious approach to allow drivers to convert to more sustainable vehicles.



A Capital City that works for Wales: supporting the wider region

Rapid bus links and new Metro lines/stations across the South East Wales region could change the way people travel.

We are already working with our regional partners, Welsh Government and Transport for Wales to make sure that the right transport infrastructure is in place to provide real choices for people travelling into Cardiff from the wider region. We want to support the delivery of 'Metro Plus' projects which will improve access to public transport for all areas in the region, making public transport journeys into Cardiff the easiest and quickest way to travel. Communities are going to benefit from, for example, new/expanded park and rides in Pentrebach and Pyle, a Transport Interchange Hub in Porth and a multimodal interchange at Barry Docks. An EV charging infrastructure network will be rolled out to support the use of low-emission vehicles.

We will also support work to identify and deliver park and ride sites and services for the main transport corridors from the wider region into Cardiff and for the regional rollout of the nextbike scheme. Projects are already being developed on key corridors.

Regional express bus project

We are proposing to implement a new express, direct bus service connecting main regional towns and areas – including Maerdy, Blackwood and Pontypridd – to Cardiff by 2024. These will be regular, affordable bus services on modern buses with USB and Wi-Fi. Changing between different modes and services would be easy at transport hubs and interchanges.

North West Corridor

We want to better connect the communities of Llantrisant, Talbot Green and Cardiff. This may include Bus Rapid Transit and tram-train. Work has already started to deliver a new transport interchange incorporating park and ride at J33 of the M4 that will give people transport choices at this key corridor gateway. Interchange opportunities for J34 are also being explored, together with the possibility of a new road link which would support the delivery of bus priority measures.

Northern Corridor

A SMART Corridor uses extensive real-time data to

intelligently manage the movement of traffic, public transport, pedestrians and cyclists into the city. It will also influence travel behaviour by helping people to make better informed travel decisions, supporting mode shift. This would help to:

- Better manage strategic corridors to control queuing and mitigate the impacts of reallocating road space to sustainable modes of travel;
- Improve air quality;
- Provide real-time travel information to encourage sustainable travel;
- Prioritise walking, cycling and public transport.

A pilot scheme is being developed for a major section of the A470 corridor between Coryton and Gabalfa and is expected to be introduced in 2020. If successful, the same principles could be rolled out and applied to other corridors.

North and South East Corridors

Options are being explored to improve transport links - walking and cycling routes, public transport and highway improvements - in the South East of the city which will benefit some of our least connected communities. Bus rapid transit could also improve links between Cardiff and Newport.

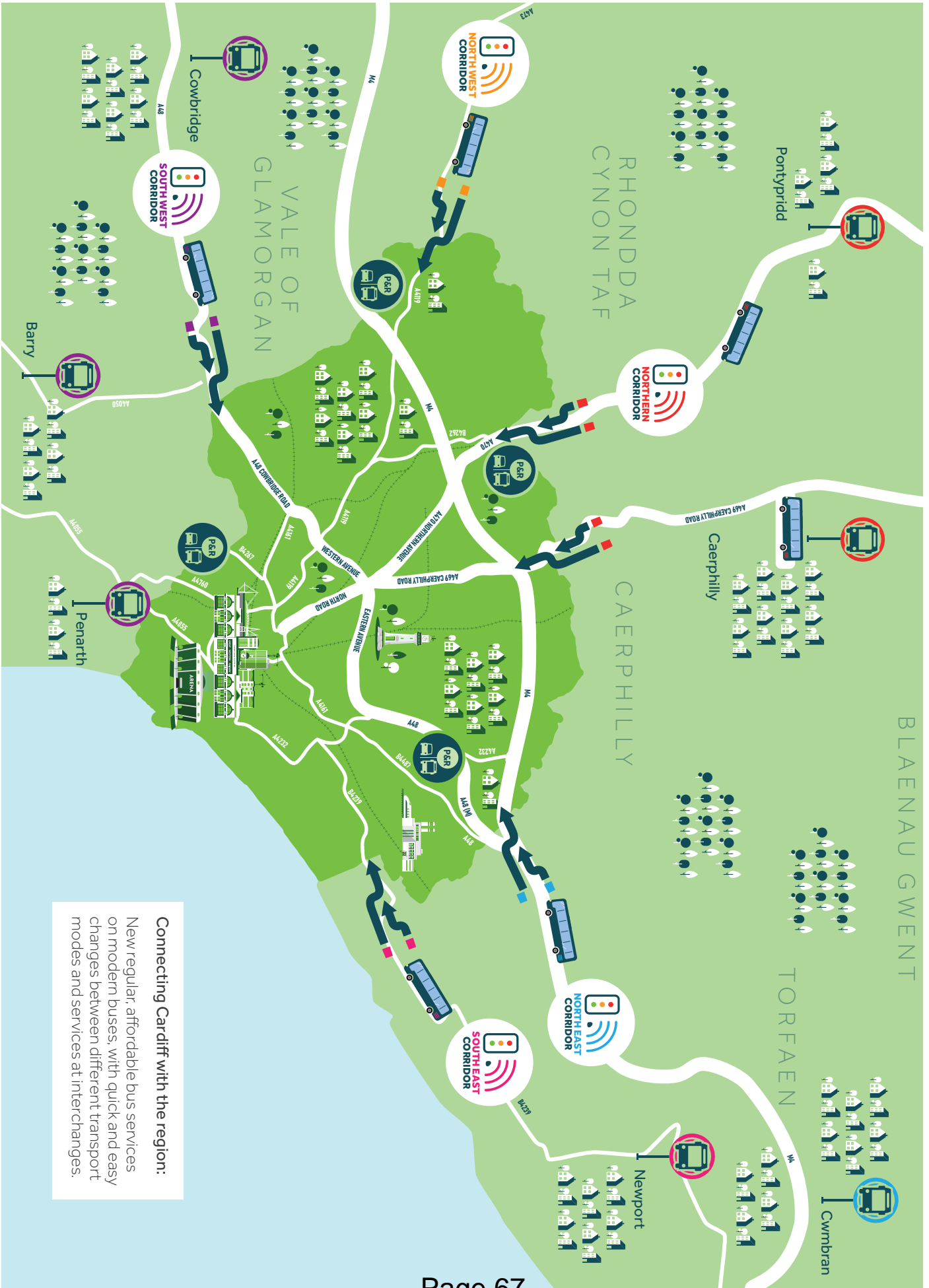
The plans will support growth as well as boosting the regional economy by:

- Providing new transport capacity and reducing journey times;
- Improving connectivity across the region to give better access to a wider range of jobs;
- Supporting the growth of business clusters in the larger cities;
- Improving well-being and access to opportunities.

South-West Corridor

The Penarth Cardiff corridor is critical for access from the Vale of Glamorgan but suffers from high levels of congestion and unreliable transport services. A number of options for improving active and sustainable travel provision are being developed and reviewed, including a pilot electric bicycle scheme, interchange facilities at Cogan Station, a Penarth Headland Link for active travel and a Cardiff Barrage bus link to deliver quicker and more reliable bus services which will help encourage modal shift.

Connecting Cardiff and the region



Connecting Cardiff with the region:
 New regular, affordable bus services on modern buses, with quick and easy changes between different transport modes and services at interchanges.

Delivery timeline and Funding



This White Paper outlines the ambitious plans, which are required to make Cardiff the green, fair and prosperous city that we all want it to be.

We estimate that transforming Cardiff's transport system will cost between **£1-2billion**. To tackle climate change and the levels of inequality in our city we need a low carbon travel system which breaks our reliance on cars and connects all of our communities with jobs, opportunities and services. This is vital for the success of Cardiff as a city and for the national economy of Wales.

Making these plans a reality will require a partnership with every level of Government – most importantly with the Welsh Government and Transport for Wales. It will require collaborative working with our neighbouring authorities, with partners across the public and private sectors, and civic and community groups.

Paying for these schemes will require a shift in the way transport in Cardiff is funded. We propose to consider all possible delivery options and will work with Welsh Government to develop a comprehensive investment plan to bring forward this vision and make it a reality. As part of a robust decision making process we will consider a wide range of possible charging mechanisms which will include some form of Road User charging. Any revenues raised from such a scheme would be spent directly on public transport.

This could take many different forms but one example could entail a scheme whereby all vehicles driving into Cardiff would pay a low fee (e.g. £2/day) for crossing into a charging area. Exemptions for emergency vehicles, motorcycles, registered blue badge holders people with disabilities could form part of any scheme¹¹. Our preferred option would include an exemption for Cardiff residents from any charge.

In line with best practice this proposal will be tested alongside other delivery options that we will consider in our initial assessments, such as a Workplace Parking Levy, Low Emission or Clean Air Zones. Such schemes are becoming more widespread across the UK with many UK Cities – including Birmingham, Leicester, Bristol and Leeds - considering or implementing such schemes. No scheme will be taken forward unless we are satisfied that such a scheme will work for our residents and the City.

We fully understand and want to make clear that several key public transport projects and initiatives would need to be in place before any charging mechanism could be introduced. The timeline opposite shows the projects we believe would need to be up and running, and our aspirations for what the delivery for these projects would look like.



“
Our preferred option would include an exemption for Cardiff residents from any charge
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Delivery timeline for key transport projects

Improvement to public transport across the region

2020

Transport for Wales to introduce extra train capacity on key Valley lines

2021

New/Improved Park and Ride at J32/A470, J33 and Cardiff East

New bus stations at Waungron and University Hospital of Wales

2022

Completion of Metro Plus Phase 1 projects e.g. Porth Interchange and Pontypool and New Inn/Pyle Park and Rides

Segregated cycle network first phase (six routes) completed

Cardiff Central Bus Station to be completed

2023

Transport for Wales to introduce further train capacity on key Valley lines

Metro station opened at Crwys Road

Cardiff Parkway station opened at St Mellons

Regional express bus scheme implemented

2024

Crossrail phase 1 - a new tram-train service from Radyr to Cardiff Bay, via the City Line and a new link south of Central and across Callaghan Square

Metro stations opened at Roath Park and Loudoun Square

Introduction of charging mechanism

2025

Transport for Wales to introduce additional services (Sundays and evenings)

Full Cycle network completed

2028

Metro station opened at Gabalfa

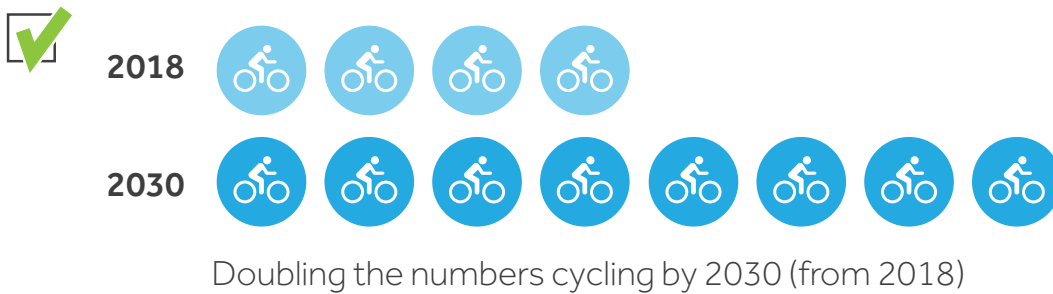
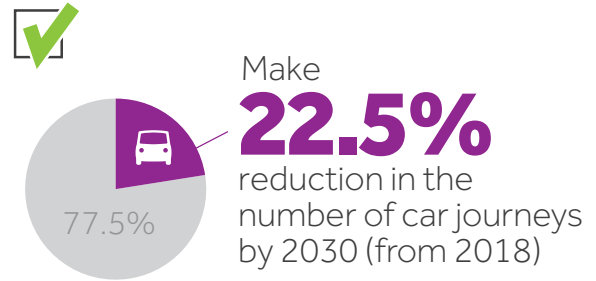
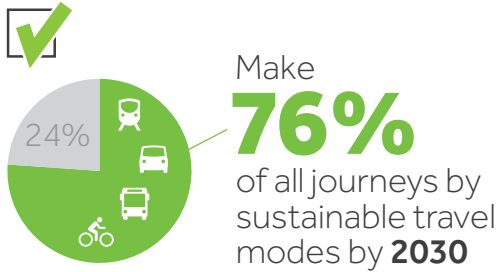
Cardiff Circle tram-train line to be opened

Cardiff Crossrail tram-train line to be opened

Metro stations opened at Victoria Park, Newport Road, Velindre and Splott



Our city is growing and to tackle climate change, together we need to...



Emissions from transport are one of the biggest contributors to climate change. To tackle climate change and reduce Cardiff's carbon emissions, we all need to take action to change our travel behaviour.



Can you help by...

COMMUTERS:

- Catching the bus/train at least once a week
- Cycling to work at least once a week
- Car sharing with a colleague
- Cutting business travel by having online meetings and working flexibly whenever possible

I/we will.....

FAMILIES:

- Walking or cycling for short local journeys
- Catching the bus/train for longer journeys
- Joining Cardiff's car club to save money on owning a car
- Using a car club to cut the number of cars in the household

I/we will.....

SCHOOL JOURNEYS:

- Walking, scooting or cycling to school at least once a week
- Parking further away from the school and walking for part of the journey
- Car sharing with friends to school
- Talking to my school about how we can support healthier and active journeys to school

I/we will.....

BUSINESSES:

- Helping your employees to travel actively by setting up a Cycle to Work scheme
- Signing the Healthy Travel Charter
- Supporting online meetings to cut business travel
- Joining Cardiff's car club to use for business travel

I/we will.....

CAR DRIVERS:

- Walking or cycling for short local journeys
- Car sharing whenever possible
- Switching to a low emission or electric car
- Drive at 20mph where people live

I/we will.....

STUDENTS:

- Walking or cycling for short journeys
- Catching the bus/train for longer journeys
- Joining Cardiff's car club instead of bringing your own car to Cardiff
- Car sharing with flatmates/friends for longer journeys

I/we will.....



This document is available in Welsh /
Mae'r ddogfen hon ar gael yn Gymraeg





CABINET MEETING: 23 JANUARY 2019

TRANSPORT WHITE PAPER: CARDIFF TRANSPORT VISION - 2030

**STRATEGIC PLANNING AND TRANSPORT (COUNCILLOR CARO WILD)
SOCIAL CARE, HEALTH AND WELL-BEING (COUNCILLOR SUSAN ELSMORE)
CLEAN STREETS, RECYCLING AND ENVIRONMENT (COUNCILLOR MICHAEL MICHAEL)**

AGENDA ITEM: 15

Reason for this Report

1. This report is to enable Cabinet Members to consider the Transport White Paper: Transport Vision 2030 and options for funding the delivery of the proposed infrastructure.

Background

2. The Transport and Clean Air Green Paper recognised the central importance of transport in creating a capital city which is healthier and more accessible, sustainable and prosperous for future generations. The extensive consultation and engagement on the Green Paper, which ran from 26th March to the 1st July 2018, generated over 3,500 individual responses as well as a number of collective responses from organisations. The high number of responses and what they told us shows clearly how much our transport system impacts on the daily lives of people across the city and how important it is that we tackle the long-standing problems with the city's transport infrastructure.
3. The Green Paper acknowledged the need for a transformative approach to transport in Cardiff and proposed 18 'big ideas' to achieve this, including the potential introduction of mechanisms to raise funds for investment in the transport system.
4. Cardiff has already taken major steps forward in achieving sustainable patterns of modal shift. Travel to work data for Cardiff (Ask Cardiff survey)

demonstrates a clear trend of modal shift to active and sustainable modes. For example, there has been a significant increase in cycling, with journeys to work made by cycling growing from 7.6% in 2011 to 13% in 2018. Car use has experienced a decline, reducing from 56.7% in 2011 to 49% in 2018. This is a positive trend, but more action is needed to ensure that Cardiff continues to thrive and grow as a successful city.

5. Already, an ambitious transport programme is being delivered which includes major investment in segregated cycleways, 20mph limits and a package of clean air measures. Funding has also been secured to deliver major improvements to air quality in the city centre, with significant enhancements to bus routes, cycle lanes and the pedestrian environment at Castle Street and Westgate Street. Positive discussions are also underway regarding the development of the Metro. Although this existing programme represents a significant level of investment and will deliver key interventions in areas of the city, it is recognised that it will not provide the scale of change necessary to improve public transport, tackle congestion, improve air quality and de-carbonise the city.
6. The White Paper therefore outlines a package of key projects that will make a decisive contribution to tackling the Climate Emergency, addressing inequality and promoting inclusive economic growth. It will focus on making Cardiff a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. It will also reduce dependency on private cars whilst adopting challenging modal split targets for active travel and public transport through investment in transformative transport projects.
7. Building on the work of the Green Paper, the Transport Vision sets out the priorities over the next ten years to fundamentally transform the way people move around the city with a focus on four major schemes:
 - **Cardiff Crossrail Tram Line:** Cardiff Crossrail would connect the city's newest communities (e.g. Plasdŵr) as well as providing links to the city centre and key business developments for some of the city's most deprived communities (e.g. Splott, Tremorfa). The line could also extend beyond Cardiff's boundaries, connecting the city with the wider region, for example new housing developments in Rhondda Cynon Taff.
 - **Cardiff Circle Line:** The Circle Line would connect the Coryton Line to the Taff Vale Line, north of Radyr to complete a city centre orbital route and improve cross-city connectivity. It would also include new park and ride opportunities from Junction 32 of the M4 and allow for more frequent services on the Coryton and City lines.
 - **Rapid Bus Transport:** Major improvements to the city's bus offer would see cleaner, greener vehicles offering improved journey times on dedicated bus corridors with smart network management giving buses priority over other vehicles. A new central bus station will also be completed by 2022 with new park and ride facilities delivered to connect the city with the wider region including, for example at Junction 33.

- **Active Travel:** A serious programme of investment and support for active travel would enable more people to walk and cycle for more journeys, making Cardiff safer, cleaner and quieter. Investment in five fully segregated cycleways, a network of supporting routes and interventions in high-quality facilities for walking will help to deliver the ambitious target for active travel.
8. In addition to the four key priorities, the White Paper outlines a number of other actions which will help to deliver the scale of change required. For example, working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and refurbished stations – and fully integrated ticketing; delivering lower speeds where people live through the continuing commitment to 20mph limits; developing a ‘Healthy Streets’ programme to support active travel and play in our local communities; tackling dangerous and inconsiderate driving and parking behaviour around our schools, and supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles, developing the car club offer in the city and using the latest technology to provide a new, up to date Real- Time Passenger Information system.
 9. Delivering this vision would position Cardiff as a front-ranking European city with sustainable transport underpinning our wider ambitions. Realising our transport vision will de-carbonise the city, delivering air quality improvements, public health improvements and broader environment benefits, as well as providing a positive business environment.

Issues

10. How people move around Cardiff is fundamental to how our city works and has a significant impact on how successfully the economy operates, the quality of our environment, how safe our communities are and social equity. The proposals within the White Paper will seek to address the inadequacies of a transport infrastructure that can no longer accommodate the needs of a rapidly growing city which serves as a regional employment centre and national destination for culture, sports and tourism. More fundamentally, it will signal a decisive move away from the incrementalism that has characterised the development of mass public transport infrastructure in the region for many years and is inadequate if the Welsh capital is to address the Climate Emergency.

Climate Change and Clean Air

11. Climate change and air quality are two of the most pressing issues facing the city, requiring urgent action and radical solutions. On 28th March 2019, Cardiff Council approved a motion to declare a Climate Emergency. The Welsh Government also declared a Climate Emergency on 29th April 2019, the day after the Scottish Government, followed by the UK Government on 1st May. Over 70 Councils in the UK have now declared a Climate Emergency with the majority including targets to be achieved by 2030. As part of this, the Council has agreed to support the implementation of the Welsh Government’s Low Carbon Delivery Plan, which aims to secure a

carbon-neutral public sector in Wales by 2030. This includes the commitment for the Council to progress a wide range of projects in support of the existing Carbon Reduction Strategy and to further reduce carbon emissions from the Council's operations.

12. Poor air quality impacts significantly on health, child development and environmental quality. Whilst air pollution affects everyone, it can disproportionately affect vulnerable population groups such as “children, older people, those with underlying disease, and those exposed to higher concentrations because of living or commuting in urban or deprived locations” (Public Health Wales 2018). The Council's Clean Air Plan has to achieve compliance with EU Limit Values for NO₂ pollution in the shortest possible time and was approved by the Welsh Minister in December 2019. Whilst this Plan is ambitious in terms of improving NO₂ concentrations, the Council recognises that there is no safe limit for air pollutants and that further measures will be necessary to ensure that pollution levels are continually improved to reduce exposure as far as reasonably practicable.

Supporting City Growth

13. Cardiff is a rapidly growing city with investment in transport infrastructure failing to keep pace with the level of growth. In effect, Cardiff's transport network was built to serve only half the predicted population of 400,000 people. Managing this growth in a sustainable way is critical for the success of Cardiff and the wider city region. Cardiff's Local Development Plan (2006-2026) (LDP) makes clear the need for substantial improvements to Cardiff's transport infrastructure in order to accommodate this expansion sustainably. Its policies seek to integrate new development with the provision of on-site and off-site transport infrastructure improvements in order to mitigate the impacts of transport and by 2026, to achieve a 50:50 'modal split' between journeys by car and trips made by walking, cycling and public transport. For example, the new park and ride site and bus services at Junction 33 are being delivered by the developer and Section 106 Contributions have been secured towards supporting bus services. Additional revenue funding for the operation of the services will be sought, however without major transport improvements, the current transport network is not fit to meet the needs of a growing 21st century city.

Tackling Congestion

14. Congestion has significant economic, environmental and social impacts. It is consistently cited as a key area of concern for Cardiff residents. For example, 64.1% of respondents to the 2017 Ask Cardiff survey rated reduced congestion as the transport improvement they would most like to see. Around 100,000 people commute in and out of Cardiff each day, 80,000 by car, many of which are single occupancy vehicles. Together with trips by car made by Cardiff residents and the expected growth of the city, this is an unsustainable pressure on the road network. Reducing the proportion of these trips made by car would greatly assist Cardiff's efforts to reduce the pressures on its road network, tackle poor air quality and improve the efficiency of its public transport.

Supporting Business

15. Cardiff has been transformed by a programme of major urban regeneration projects which have contributed to the city's position as a front-ranking capital city. Investment in the city's business infrastructure and new jobs, together with new housing communities and further new employment and leisure opportunities, highlight the need for excellent transport links which support every part of the city.
16. Realising our Transport Vision will significantly improve access to jobs and opportunities for disadvantaged communities currently poorly served by public transport, both within Cardiff and the wider region, and help reduce the inequality that remains a prominent feature of South East Wales. It will lead to a reduction in the levels of congestion in Cardiff, which are currently amongst the worst in the UK and see drivers spend an average of 19 working days a year caught in peak-time traffic. Equally as significant, it will deliver major productivity gains which will positively impact the fiscal bottom line.

Creating Safe and Healthy Communities

17. Transport can help to make our communities safer and healthier. Ensuring we have streets and neighbourhoods where it is safe for people to walk and cycle, and children to play will help to deliver Cardiff's well-being objectives, for example, 'Cardiff is a great place to grow up' and 'Safe, confident and empowered communities'. Reducing traffic and congestion helps create cleaner, quieter communities which are better places to live, while improving active travel facilities provides more opportunities for physical activity, tackling sedentary behaviour and obesity which can contribute to ill health. Air and noise pollution as well as road traffic collisions often have the greatest impact on our most deprived communities. For example, research shows that child pedestrians from the lowest socio-economic groups are over four times more likely to be killed or seriously injured on the roads (Road Safety Framework Wales 2013). Department for Transport research also indicates that the largest group of killed and seriously injured casualties (69%) are child pedestrians. Of this group, 82 per cent of all child casualties were pedestrians travelling before or after school on a school day (DfT, 2015).

Context within National Policy

18. Welsh Government is currently consulting on a Clean Air Plan for Wales (December 2019)¹, which includes reference to Workplace Parking Levies, as a means to 'encourage commuters to find alternative means of travel by applying a direct charge on employees for using employer-provided parking' (p.60). Similarly, the consultation document highlights that 'Reduced car journeys and road congestion can deliver reductions in polluting emissions and revenue generated by such a scheme may be used to support improvements in local transport provision' (p.60). The commitments and actions outlined in the plan include 'Continue to review the role of vehicle

¹ <https://gov.wales/clean-air-plan-wales>

access restriction under the Clean Air Framework, including whether road-user charging and banning of the most polluting vehicles has a role to play in reducing roadside levels of air pollution' (p.75).

Delivering the White Paper: Review of Transformative Funding Options

19. Delivering the major initiatives included within the Transport Vision has been estimated at between £1 and £2 billion. It is therefore clear that delivering such a transformative package of projects – which will make a decisive contribution to tackling the Climate Emergency, addressing inequality and promoting inclusive economic growth – requires a radical departure from the incremental funding model which has for too long constrained ambition. Consequently, the Council must explore a more radical approach to meet the investment level required if it is to deliver its Transport Vision and achieve the associated benefits.

20. As an immediate step, the Council will work with Welsh Government to develop a comprehensive investment plan to support the delivery of this agenda. This will include detailed consideration of the range of funding mechanisms to achieve the modernisation of local infrastructure. Development of the strategy will need to consider the extent to which existing assets and sources of capital might be mobilised to address current investment needs. New sources of funding may also be available, including the new Shared Prosperity Fund that will replace existing regional development funding. However given the scale of the ambition set out in this Paper, more radical funding options must be considered. The Council will therefore review a range of mechanisms that have supported infrastructure development in major global cities, and may include:
 - **A Cardiff Bond:** A debt-based investment model where money is loaned to a public entity in return for an agreed rate of interest.

 - **Tax Increment Financing (TIF):** The UK TIF model is based on re-investing a proportion of future business rates from an area back into infrastructure related to the development of that area. It applies where the sources of funding available for a scheme to deliver economic growth and renewal cannot cover the cost of infrastructure required by the scheme.

 - **Work Place Parking Levy:** A type of congestion management scheme that is placed on employers who provide workplace parking. Employers and businesses would pay an annual levy to their local council for every parking space provided to their employees and employers would determine whether to subsidise their payments by asking employees to pay a charge for using their spaces. In the UK such a scheme has been introduced in Nottingham. Since 2012 Nottingham City Council has been able to raise around £9m per annum, enabling the extension of the tram network, re-development of the railway station and the creation of the UK's first all-electric park and ride. A number of authorities across the UK including Birmingham, Leicester, Oxford, Reading, Edinburgh and a number of London Boroughs are considering such schemes and developing appropriate business cases.

- **Road User Charging:** Urban road user charging – also called congestion charging or road pricing –charge drivers for the use of the roads they drive on, and can potentially vary the charges according to location, time and type of vehicle. One example could be a city-wide scheme to introduce a universal minimal level of charging (e.g. £2 per day) for all vehicles crossing into the charging area. Appropriate exemptions for local residents, emergency vehicles, motorcycles and registered blue badge holders for people with disabilities could form part of any scheme
- **Low Emission Zones (LEZ) or Clean Air Zones (CAZ):** These schemes are defined areas where access by some polluting vehicles is restricted (charged) or banned with the aim of improving air quality.

21. This list is by no means exhaustive and any review of potential funding options would include a detailed considerations of the widest range of potential delivery options and until this work is completed, no decision on the implementation of any scheme will be made. This report therefore seeks authority to undertake appropriate assessments/ investigations to identify a viable scheme that could deliver the improvements to the city’s transport infrastructure highlighted in the White Paper.

Key Principles: Delivering a Scheme that Works for Cardiff

22. Any potential funding option would need to meet the cost and accelerate the delivery of the transformative package of projects in the White Paper whilst being consistent with a number of underlying principles. The Council would therefore ensure that any funding option would:

- Address the Climate Emergency by reducing vehicle emissions;
- Facilitate wider improvements in air quality to protect and improve public health and the environment;
- Reduce congestion and improve travel times and reliability, and;
- Deliver improvements in public transport and active travel to support modal shift.

23. The cost of negative externalities associated with high volumes of commuting traffic from outside Cardiff – which include additional congestion, air pollution, and road maintenance requirements – are currently borne by the city’s residents. The Council’s preferred option would therefore include an exemption for Cardiff residents if a charging option was deemed desirable. However as part of a robust decision- making process, a full list of options will need to be initially assessed in order for the Council to identify an option that could best deliver our desired objectives. No scheme will be taken forward unless we are satisfied that such a scheme will work for our residents.

24. In developing the business case for any such scheme, the Council would, as appropriate, undertake detailed assessments and adopt in full any relevant Welsh Government guidance (such as the WelTAG guidance). Whilst the Council appreciates the need to assess a full range of options as part of any process to unlock infrastructure funding, we are clear about the fundamental principles which would underpin the approach and the Cabinet's preferred approach. This would include:
- No Displacement of Existing Funds (Additionality). Any additional funding generated by a potential charging scheme should not be a basis for displacing Welsh Government revenue or capital funding which is currently, or may be in the future, allocated to Cardiff.
 - Ring-fenced investment for core objectives (Hypothecation). Any additional funding will be used to reduce congestion into Cardiff, improve public transport, increase the range and choice of sustainable travel choices, and make public transport more affordable.
25. Whilst these principles would not pre-determine the outcome of any business case, they would ensure that work to identify and introduce a sustainable transport funding mechanism would be underpinned by fairness and transparency of purpose.

Detailed Technical Analysis

26. In order to progress suitable assessments of potential funding schemes, the Council will require external professional advice, particularly relating to transportation modelling, assessments and cost benefit analysis in order to develop a robust business case. It has been estimated that the costs to develop a Full Business Case may be up to a minimum of £2m, although these costs will be subject to the results of appropriate tender exercises and the outcomes of the work as it progresses.

Ongoing Delivery Capacity and Risks

27. The Transport Strategy Team are currently progressing a number of key transport projects in Cardiff through funding secured from Local Transport Fund, Active Travel Fund and City Deal Funding Allocations. This includes transformative projects in the city centre.
28. The delivery of these projects has already placed significant pressures on the team, and it is obvious that to continue to deliver these existing projects and the wider projects in the White Paper, including the development of any charging scheme, will require a significant uplift in resources for the team.
29. The Director of Planning, Transport & Environment and the Head of Transport will therefore need to undertake a review of staffing resources and assess the workforce requirements to ensure the White Paper projects and the development of the delivery option Business Cases can be adequately delivered.

Well-being of Future Generations

30. The Well-Being of Future Generations (Wales) Act 2015 places a 'well-being duty' on public bodies aimed at achieving seven national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
31. In discharging its duties under the 2015 Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Delivering Capital Ambition: Cardiff's Corporate Plan 2019-22 <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Pages/Corporate-Plan.aspx>
32. When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that decision makers should consider how any proposed decision will contribute towards meeting the well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
33. The well-being duty also requires the Council to act in accordance with the 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
 - Look to the long term;
 - Focus on prevention by understanding the root causes of problems;
 - Deliver an integrated approach to achieving the seven national well-being goals;
 - Work in collaboration with others to find shared sustainable solutions, and;
 - Involve people from all sections of the community in the decisions which affect them.
34. The extensive engagement carried out on the Transport and Clean Air Green Paper has directly informed the development of the White Paper. In addition to the consultation responses, engagement was also held with children and young people through the Cardiff Youth Council. A city-wide survey completed by over 2,400 young people across Cardiff highlighted a number of concerns. For example, 32% think transport problems in Cardiff are serious or very serious and more than 50% of young people use bus services at least once a week.

Local Member consultation

35. Consultation with local members was held as part of the Green Paper consultation and engagement. A package of appropriate member engagement will be implemented, together with consultation and engagement around the delivery of each scheme outlined in the White Paper, including cycleways, strategic bus infrastructure schemes, the development of smart corridors and the next phase of modal filters.

Scrutiny Consideration

36. The Environment Scrutiny Committee is due to consider this report on 21 January 2020. Any comments received will be reported to the Cabinet meeting.

Reason for Recommendations

37. To publish the Transport White Paper and to enable Cardiff Council to identify potential funding mechanisms in order to enable the delivery of transformative transport infrastructure detailed in the White Paper.

Financial implications

38. The report indicates a number of major transport projects as well as indicative costs of implementation as part of the White Paper. It is important to note that these costs are high-level concept costs with a significant level of optimism bias, as required to be assumed in initial modelling of projects at this stage of their development. Detailed costs and financial implications would need to be developed as part of WelTag or other relevant business case approaches prior to decision making.
39. Any projects implemented will have capital and associated revenue budget implications for the Council. In developing such projects, the Council's Capital Strategy highlights the importance of working with partners particularly with Welsh Government to align key priorities and to make a case for a much longer term and sustained approach to capital grant investment that supports the City's vital infrastructure, to make a stepped change in helping drive the city, region and nation forward.
40. This is particularly important given the financial challenges facing the Council particularly in respect of affordability of additional borrowing without additional income streams. Whilst it is important that a significant and sustained level of prioritised capital grant for transport infrastructure is received by the Council, this report requests the development of potential additional options that could generate resources to support affordability of additional investment as well as meeting wider aims set out in the transport vision.
41. Funding for the development of outline and strategic business cases for congestion management schemes will need to be considered as part of other priorities in the Council's 2020/21 and medium term financial budget as well as options for using the Parking Enforcement Earmarked reserve subject to determining key priorities for use of this reserve. The costs of developing proposals would be subject to a procurement process. Where

such proposals utilise the Council's borrowing powers, the sustainability of income in the long term will be an important consideration, to ensure there is affordability, in the short, medium and long term.

42. In order to ensure effective delivery of the options, both external and internal resource is likely to be required, with the latter including, transport as well as financial and legal due diligence support. Where this cannot be managed within existing revenue budget resources, this should be considered as part of the 2020/21 budget and medium term financial to ensure the timescales for delivery of the outputs set out in this report can be met.

Legal Implications

43. When considering this matter Cabinet should have regard to the general legal advice set out below.

General Legal Implications

Legal Implications

44. The report recommends approval of the Transport White Paper ("the White Paper"), which sets the Council's Transport Vision to 2030. The report also contains details on funding options for the proposed infrastructure changes required.
45. In implementing the projects and/or policies noted within the White Paper the Council will exercise various powers under the Transport Act 2000, the Road Traffic Regulation Act 1984, the Traffic Management Act 2004 and the Highways Act 1980 amongst various other legal provisions. As and when individual proposals within the White Paper are developed, legal advice should be obtained, legal implications may arise if and when the matters referred to in the whitepaper are implemented, with or without any modifications.
46. The report also notes that the Green Paper was subject to consultation. Consultation gives rise to the legitimate expectation that the outcome of the consultation will be duly considered when subsequent decision are made. Accordingly, in considering this matter due regard should be had to the consultation feedback received.
47. In considering the recommendations contained within the report and in developing the various projects/ policies, regard should be had, amongst other matters, to:

Equalities Impact Assessment/public duties:

- The Council has to satisfy its public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis

of 'protected characteristics'. The 'Protected characteristics' are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and civil partnership • Sexual orientation • Religion or belief – including lack of belief.

- Consideration should be given to the Equality Impact Assessments ('EIA') attached to this report so that the decision maker may understand the potential impacts of the proposals in terms of equality. This will assist the decision maker to ensure that it is making proportionate and rational decisions having due regard to the public sector equality duty.
- Where a decision is likely to result in a detrimental impact on any group sharing a Protected Characteristic, consideration must be given to possible ways to mitigate the harm. If the harm cannot be avoided, the decision maker must balance the detrimental impact against the strength of the legitimate public need to pursue the recommended approach. The decision maker must be satisfied that having regard to all the relevant circumstances and the PSED, the proposals can be justified, and that all reasonable efforts have been made to mitigate the harm.

Well-Being of Future Generations (Wales) Act 2015:

- The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
- In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2019-22. When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
- The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
 - Look to the long term
 - Focus on prevention by understanding the root causes of problems
 - Deliver an integrated approach to achieving the 7 national well-being goals

- Work in collaboration with others to find shared sustainable solutions
- Involve people from all sections of the community in the decisions which affect them

48. The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

HR Implications

49. As detailed in paragraphs 27 to 29, there are resource requirements to ensure the White Paper projects and the development of the delivery option Business Cases can be adequately delivered. Any resource requirements will be undertaken using corporately agreed policies and full consultation will take place with Trade Unions.

Property Implications

50. The white paper does not refer to specific property projects and there are no issues identified at this stage that raise concerns from a property perspective.

51. Any resultant land transactions, negotiations or valuations to deliver these proposals should be done so in accordance with the Council's Asset Management process and in consultation with Strategic Estates and relevant service areas.

52. The report highlights the environmental benefits resulting from the implementation of the transport strategy with the ambition to "de-carbonise" the city by 2030. In response to the Climate Emergency declared by Cardiff Council in 2019, the Council is developing a One Planet Cardiff Strategy which includes shared responsibility across the Council with the property estate making a significant contribution to the Carbon Neutral Public Sector aspect of this strategy.

RECOMMENDATIONS

Cabinet is recommended to:

1. Approve the White Paper – Cardiff Transport Vision - 2030 attached at Appendix 1.
2. Note the Director of Planning Transport and Environment in consultation with the Cabinet Member will undertake a review of staffing and resources and assess the workforce requirements to ensure the White Paper Projects and the development of the delivery option Business Case can be adequately delivered.

3. Approve the development of strategic and outline Business Cases on Delivery Options and delegate authority to the Director of Planning, Transport and Environment, subject to consultation with the Cabinet Member Strategic Planning and Transport, Cabinet Member Finance, Modernisation & Performance, s.151 Officer and Director Governance and Legal Services, to deal with all aspects of the procurement process (including approving the evaluation criteria to be used, commencing the procurement and authorising the award of the proposed contract) and all ancillary matters pertaining to the procurement.
4. Agree to receive a further report on the outcomes of the Outline Business Case to agree any necessary consultation and next steps to develop the full business case.
5. Delegate authority to the Director of Planning, Transport and Environment in consultation with the Leader and Cabinet Member for Strategic Planning and Transport, to engage with the Regional Transport Authority and other partners/stakeholders on the White Paper and delivery option Business Cases.

SENIOR RESPONSIBLE OFFICER	ANDREW GREGORY Director of Planning, Transport & Environment
	17 January 2020

The following appendices are attached:

Appendix 1: Transport White Paper

Appendix 2: Equality Impact Assessment - Transport White Paper

The following Background Papers have been taken into account:

Clean Air Plan

Transport and Clean Air Green Paper

Transport and Clean Air Green Paper consultation report

Ref: RDB/RP/CW/21.01.2020

22 January 2020

Councillor Caro Wild,
Cabinet Member for Strategic Planning & Transport,
County Hall,
Atlantic Wharf,
Cardiff CF10 4UW.



Dear Councillor Wild,

Environmental Scrutiny Committee – 21st January 2020

On behalf of the Environmental Scrutiny Committee I would like to thank you and the officers for attending the Committee meeting on Tuesday 21st January 2020 to discuss 'Cardiff's Transport White Paper'. The comments and observations made by Members on the areas relevant to your portfolio of responsibility are set out in this letter.

Cardiff's Transport White Paper

- **A Positive Transport Ambition** - Members are supportive of the proposed ten-year transport vision that is set out in the draft 'Transport White Paper'. They believe that if the combination of schemes contained within the document are delivered, then moving around Cardiff will become easier, air quality will improve and both carbon emissions from vehicles and congestion will reduce.
- **Cross City Connectivity** - The Committee is fully behind the proposals that are designed to improve connectivity across Cardiff. For example, some of the Members have regularly championed the importance of improving east / west transport connectivity to reduce journey times and avoid non-essential trips in and out of the city centre. They believe that projects such as the Cardiff Crossrail Tram – Train Line, the Cardiff Circle Line and new cross-city bus network will address this longstanding problem.

- **Importance of Engaging with Bus Companies** – Improving bus provision in the city is a core aim of the draft ‘Transport White Paper’. Indeed, section 2 of the document titled ‘Bus Growth’ is exclusively dedicated to improving bus travel into and around the city. During the meeting a Member commented on the importance of the bus as a mode of transport in the draft ‘Transport White Paper’, and asked for details on how much engagement had happened with the various private bus companies who operate in the city. He was told that regular engagement had taken place with the private bus companies, however, much work still needed to happen to deliver the vision set out in the plan – for example, developing governance and partnership agreements. The Committee see that bus has a central place in Cardiff’s transport plans, therefore, ask that you ensure that the Council works and fully engages with all of the private bus companies during every stage of the delivery of the plan.

- **Deliverability & Funding** - While the Committee supports the ambition and vision contained within the draft ‘Transport White Paper’, they have a number of concerns on the deliverability and funding of the proposals. With this in mind I would be grateful if you could reflect on and respond to the following comments:
 - Given the Council’s track record of delivering large transport infrastructure projects on time (for example, the bus station), please provide the Committee with some assurance that the 10 year vision is achievable, along with an explanation as to why you believe this to be the case.

 - The Committee understands that delivering large infrastructure projects is a complicated undertaking that regularly encounters unforeseen challenges. That said, the Council has been involved with many schemes over the years and so should have sufficient experience to plan accordingly. I would ask that planning is underpinned by ‘lessons learnt’ from other major projects, that the Council adheres to best practice throughout delivery, that ‘slippage’ is built into the planning

timeline and that the Council maintains a series of 'plan B' options to turn to should the worst happen.

- It is clear from the initial launch of the draft 'Transport White Paper' that funding is a concern. Public reaction to various options has been mixed, for example, towards the £2 congestion charge for non-Cardiff residents, but it remains the case that the £1 - £2 billion price tag is a significant barrier to delivery. You explained that issues including funding mechanisms had been raised with the Welsh government, and that they had provided a constructive response to the proposals in a letter. I would be grateful if you could provide the Committee with a copy of the Welsh Government letter in your response to this letter.
- Members believe that transport infrastructure needs to be in place before any charging takes place, and that any monies raised should be specifically ring-fenced for transport infrastructure. For example, it would seem wrong to charge people for driving into or out of certain parts of Cardiff without providing a practical alternative.
- At the meeting you and officers were asked if the Council has enquired about any newly available funding that might arise as a consequence of the scrapped M4 relief road. An officer explained that the point had been raised, and that conversations had taken place. The Committee ask that you pursue this potential funding avenue as it could provide the required catalyst to accelerate the delivery of many of the schemes set out in the draft 'Transport White Paper'.
- I would be grateful if you could explain how the £1 bus journeys scheme will work, and provide detail of how it might be funded, for example, is it anticipated that it will be paid for from a one off capital payment, or will it create long term pressures on Council revenue budgets.

I would be grateful if you would consider the above comments and provide a response to the content of this letter.

Regards,

Handwritten signature of Ramesh Patel in black ink.

Councillor Ramesh Patel

Chairperson Environmental Scrutiny Committee

Cc:

- Andrew Gregory - Director of Planning, Transport & Environment
- Jason Bale - Jason Bale, Programme Manager, Clean Air
- Professor Mark Barry - Cardiff University
- Professor Stuart Cole CBE – University of South Wales
- Davina Fiore - Director of Governance & Legal Services
- Members of Cardiff's Environmental Scrutiny Committee



**Equality Impact Assessment
Corporate Assessment Template**

Policy/Strategy/Project/Procedure/Service/Function Title: Transport White Paper

New/Existing/Updating/Amending: New

**Who is responsible for developing and implementing the
Policy/Strategy/Project/Procedure/Service/Function?**

Name: Paul Carter

Job Title: Operational Manager

Service Team:

Service Area: Planning, Transport and
Environment

Assessment Date: October 2019

**1. What are the objectives of the Policy/Strategy/Project/ Procedure/
Service/Function?**

1. In 2018, the Transport and Clean Air Green Paper recognised the central importance of transport in creating a city which is healthier and stronger for future generations. The extensive consultation and engagement on the Green Paper shows clearly how much our transport system impacts on the daily lives of people across the city and how important it is that we tackle the long standing problems with the city's network.
2. The Draft Transport White Paper builds on the work of the Green Paper to set out our priorities for ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. The White Paper sets out a vision for transport in the city which would see car use continuing to fall and ambitious modal split targets achieved through investment in transformative transport projects.
3. The Draft Transport White Paper builds on the work of the Green Paper to set out our priorities for ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. The White Paper sets out a vision for transport in the city which would see car use continuing to fall and ambitious modal split targets achieved through investment in transformative transport projects.
4. The White Paper outlines four major priorities for the city:
 - A Cardiff Crossrail Tram line which would connect the city's newest communities (e.g. Plasdwr) as well as providing links to the city centre and key business developments for some of the city's most deprived communities (e.g. Splott, Tremorfa). The

**Equality Impact Assessment
Corporate Assessment Template**

line could also extend beyond Cardiff’s boundaries, connecting the city with the wider region, for example, new housing developments in Rhondda Cynon Taff.

- The Cardiff Circle Line would connect the Coryton Line to the Taff Vale Line, north of Radyr. This would provide new park and ride opportunities from J32 of the M4 and allow for more frequent services on the Coryton and City lines.
- Rapid Bus Transport which will provide cleaner, greener vehicles, travelling on dedicated bus corridors with smart network management giving buses priority. New park and ride facilities will connect the city with the wider region.
- Active Travel, to enable more people to walk and cycle for more journeys, making our city safer, cleaner and quieter. Investment in five fully segregated cycleways and a network of supporting routes as well as interventions to provide high quality facilities for walking will help to deliver the ambitious target for active travel set out in the policy.

5. In addition to the four key priorities, the White Paper outlines a number of other actions which will help to deliver the scale of change required. For example, working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and better stations – and fully integrated ticketing; delivering lower speeds where people live through the continuing commitment to 20mph limits; developing a ‘Healthy Streets’ programme to support active travel and play in our local communities; tackling dangerous and inconsiderate driving and parking behaviour around our schools, and supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles, developing the car club offer in the city and using the latest technology to provide a new, up to date, Real Time Information system.

2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

The Transport White Paper is a high level strategy document which has been developed from a number of other technical documents, studies, plans etc. For example, it has been directly informed by the results of the Clean Air and Transport Green Paper consultation, which ran from 26th March to the 1st July 2018, generated over 3500 individual responses as well as a number of collective responses from

Equality Impact Assessment Corporate Assessment Template

organisations. Technical work is underway on many of the projects which have been included in the White Paper (e.g. the North West Cardiff corridor, A470 Smart Corridor, City Centre projects). The White Paper uses data from a number of sources (for example, Inrix congestion data, Census, Public Health Wales air quality data). It also references projects which are being delivered by other stakeholders, such as Transport for Wales and surrounding regional authorities.

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation.

3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	Y		
18 - 65 years	Y		
Over 65 years	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts by ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way by providing physical improvements to the transport network (e.g. cycleways for all age and ability cycling), better services (e.g. bus/train) and information which is more easily accessible and understandable. This may particularly benefit older and younger people who often have fewer choices of and/or less access to transport options, for example, through providing accessible public transport services (e.g. step-free access) and enhanced active travel facilities (e.g. for all age and ability cycling, improved pavement surfaces and crossings). Similarly, reducing traffic speeds in local communities through 20mph limits may also be beneficial for older and younger people in terms of casualty prevention.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as

**Equality Impact Assessment
Corporate Assessment Template**

appropriate.

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	Y		
Physical Impairment	Y		
Visual Impairment	Y		
Learning Disability	Y		
Long-Standing Illness or Health Condition	Y		
Mental Health	Y		
Substance Misuse	Y		
Other	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. This may particularly benefit people with disabilities who may experience more barriers, have fewer choices of and/or less access to transport options. The provision of accessible public transport services (e.g. step-free access to buses, trains and trams, ensuring stations/bus stops are accessible) may have a significant positive impact. Similarly, providing cycling infrastructure suitable for all ages and abilities and improving pedestrian facilities (e.g. crossings, pavements, dropped kerbs) will facilitate opportunities for active travel for people with disabilities.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

**Equality Impact Assessment
Corporate Assessment Template**

	Yes	No	N/A
Transgender People (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Personal safety and security, together with vulnerability to hate crimes are well documented concerns of individuals from transgender groups. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus stops, for example, and street lighting.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage			Y
Civil Partnership			Y

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above, but possibly not specifically relating to marriage and civil partnership.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from

Equality Impact Assessment Corporate Assessment Template

the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy	Y		
Maternity	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Women who are pregnant and/or who are travelling with children have particular accessibility needs, furthermore there are additional needs of young children. Additionally, evidence indicates that a higher proportion of women are the parents/guardians/ carers with primary/main responsibility for the school run, for example, the UK National Travel Survey 2014 found that more trips to school are made by women than men, with the highest number of trips being made by women aged 30 - 49. This may impact on journey choice and also has journey time implications. Improving active travel facilities (e.g. better pavement surfaces, dropped kerbs and crossing facilities) may facilitate active travel journeys for parents of young children.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White	Y		

**Equality Impact Assessment
Corporate Assessment Template**

Mixed / Multiple Ethnic Groups	Y		
Asian / Asian British	Y		
Black / African / Caribbean / Black British	Y		
Other Ethnic Groups	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. However, promoting active and healthy travel may have a positive impact on all groups but as evidence suggests that black and minority ethnic groups cycle less it may provide a positive differential impact for these groups in particular. For example, the 2017 Bike Life Cardiff report indicates that 12% of bike riders are from black and minority ethnic groups, down from 16% in 2015. Whilst this is broadly in line with the percentage of Cardiff's population from a non-white background, 16.7% (Stats Wales 2018), low levels of participation in cycling by black and minority ethnic groups is widely reported elsewhere. For example, a TfL study suggests that less than 7% of all cyclists are BMEs (TfL 2011 What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?). Participation in physical activity more widely is also often lower in black and minority ethnic groups, so an intervention which increases opportunities for active and healthy travel may again particularly benefit these groups.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist	Y		
Christian	Y		
Hindu	Y		
Humanist	Y		
Jewish	Y		
Muslim	Y		
Sikh	Y		

Equality Impact Assessment Corporate Assessment Template

Other	Y		
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Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Improving accessibility within communities more widely may also make it easier to access places of worship and faith-based facilities, enhancing community cohesion.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	Y		
Women	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above.

As outlined above (Pregnancy and Maternity), a higher proportion of women are the parents/guardians/carers with primary/main responsibility for the school run and therefore improvements to journeys to school will have a particular benefit for them.

In addition, there is a significant body of evidence (e.g. Sport Wales, British Heart Foundation) which illustrates the long term trend of girls and women having lower levels of participation in sport and physical activity. For example, across Wales, 59% of boys and 42% of girls aged 4 to 15 years were active for at least one hour per day in five or more days (BHF 2015).

In relation to cycling specifically, the Bike Life Cardiff report 'Women: Reducing the gender gap' indicates that there is a ratio of 1:19 female to male bike riders, 70% of women never ride a bike and 31% of women living in Cardiff do not ride a bike but would like to.

**Equality Impact Assessment
Corporate Assessment Template**

Improving opportunities for regular walking and cycling may make a significant contribution to encouraging healthy and active lifestyles. There is a growing body of evidence which suggests a higher proportion of women in the UK experience poorer health for longer. A Public Health England research September 2018 cites women as experiencing 19.3 years/23% of their lives in poor health compared with 16.2 years/20% for men. Obesity is highlighted as one of the two major risk factors for ill health, alongside smoking.

<https://www.independent.co.uk/news/uk/home-news/uk-rich-poor-health-inequality-life-expectancy-england-a8532006.html>

Safety and security are also often key concerns for women when travelling. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus stops, for example, and street lighting.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual	Y		
Gay Men	Y		
Gay Women/Lesbians	Y		
Heterosexual/Straight	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Personal safety and security, together with vulnerability to hate crimes are well documented concerns of individuals from lesbian, gay and bisexual groups. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus

**Equality Impact Assessment
Corporate Assessment Template**

stops, for example, and street lighting.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language	Y		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The White Paper has the potential to facilitate positive impacts as outlined above. Improving access by active and sustainable modes of travel may improve access to learning opportunities, including those relating to Welsh language, in addition to supporting access to other cultural activities. All information, signage etc relating to new schemes will be produced bilingually.

What action(s) can you take to address the differential impact?

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

Equality Impact Assessment Corporate Assessment Template

4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

Engagement will be carried out with stakeholder groups on an ongoing basis relating to the White Paper. Arrangements will be made to consult with the Equalities Groups at an early stage in the development of any interventions which are taken forward from the White Paper.

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	Please see specific section
Disability	Please see specific section
Gender Reassignment	Please see specific section
Marriage & Civil Partnership	Please see specific section
Pregnancy & Maternity	Please see specific section
Race	Please see specific section
Religion/Belief	Please see specific section
Sex	Please see specific section
Sexual Orientation	Please see specific section
Welsh Language	Please see specific section
Generic Over-Arching [applicable to all the above groups]	

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Cheryl Owen	Date: 23/10/19
Designation: Section Leader	
Approved By:	
Designation:	
Service Area:	

**Equality Impact Assessment
Corporate Assessment Template**

- 7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 3059 or email citizenfocus@cardiff.gov.uk

Cardiff Council

Corporate Parenting Advisory Committee

Annual Report 2018/19

Chair's Foreword

I am delighted to introduce the 2018/19 Annual Report of the Corporate Parenting Advisory Committee. I have been proud to chair this important committee again this year. As Deputy Leader of the Council and Chair of the Committee I would like to thank my fellow committee members for their focus and hard work to ensure the wellbeing of our looked after children and care leavers.

I would also like to thank those managers and young people who have presented to or advised the committee during the year. They have taken time and effort to share and impart their knowledge and understanding of issues, solutions, good practice and achievement. We as committee members are grateful for those insights.

As you will see from the report the committee has completed a busy work programme during the last year. Highlights have included hearing detailed feedback from young people through the Bright Spots Your Life Your Care survey – we held a dedicated extra meeting to hear from young people themselves.

Committee Members have also committed time to their role between meetings undertaking individual work streams and visiting services. Those activities have influenced the questions asked, the visits made and items requested on future agendas. Of particular interest this year were examples of good practice in schools and how that can be shared. A considerable amount of work went into clarifying the vision for the Committee, with the development of a revised terms of reference for the year ahead. This will be vitally important moving in to the next year when the current Corporate Parenting Strategy comes to an end and the Committee has an opportunity to redevelop that important document.

I look forward to chairing the committee again in 2019/20 and for us all continuing to work as corporate parents to nurture, respect and to be as ambitious for our looked after children and young people as we would for our own children.

Councillor Sarah Merry

Chair of the Corporate Parenting Advisory Committee

Director's Overview

This Annual Report continues to build upon a shared commitment by all members, officers and partners. Never before has it been so crucial to work in collaboration with all partners to achieve the best outcomes we can for the children and young people of Cardiff. So there is a strong focus on developing stakeholder relationships that help to enhance self-determination, support and service delivery across the child's journey throughout the report.

Our looked after children population continues to grow which poses a number of challenges. Whilst collectively we are seeking to manage this, we are doing this under the context of the Delivering Excellence in Childrens Services Programme which is the delivery vehicle for the Childrens Services Strategy. The strategy sets out our 3 year vision that reframes how children and young people receive care and support through creating enabling systems and practice that works for them and with them across their journey.

There have been a number of positive developments in 2018/2019 with Committee members driving forward the agenda in a dynamic way via various member work streams. This has resulted in the sharing of good practice between schools and has supported the early intervention / prevention agenda aimed at keeping children at home safely. A key priority throughout the work of the committee was focusing on listening to and including children and young people. Bright spots facilitated this by consulting with our looked after children. This highlighted the need for greater sufficiency of high quality placements, a reduction in out of area placements and a need to strengthen early intervention/prevention which is a cross-cutting priority.

We have continued to develop our services and support for teenagers including our edge of care service which has expanded and regionalised in recognition of its good practice and most importantly, positive outcomes in keeping young people within their family networks. The vision for the Corporate Parenting Committee this year will dovetail with the new Children's Services Strategy, building on the positive progress made so far and striving to deliver excellence for our looked after children and their families by working collaboratively with all key stakeholders including parents and communities.

Furthermore, the forthcoming children and young persons co-produced Corporate Parenting Strategy will ensure that meaningful participation is at the centre of its development. The strategy will be based on the voices of children and young people and what matters to them and will pay attention to their strengths as well as their needs. Most importantly it must make a real difference to the lives of the children and young people of Cardiff.

Claire Marchant

Director of Social Services

Introduction

Cardiff Council's Corporate Parenting Advisory Committee are collectively responsible for ensuring that all children who are looked after by the Council receive the best possible care and support. That they are appropriately safeguarded and achieve the best possible chances in life.

This report presents the Committee's main activities during 2018/19. It begins with background information that is helpful in understanding the Committee's function, purpose and the scale of its responsibilities. Following sections summarise activity. Those sections include:

- A record of meetings and attendance.
- Engagement activity.
- The Annual Programme and the Corporate Parenting Strategy.
- Inspection and Annual Reports received.
- Activity in Monitoring Performance.

The report is structured around the main elements of the terms of reference which are summarised in the diagram on the last page of this report.

Background

Corporate Parenting

The term "corporate parenting" indicates that the local authority has the same interest in the progress and attainment of looked-after children as a reasonable parent has for their own child.

The Welsh Local Government Association Corporate Parenting Workbook states:

"...good corporate parenting only happens when elected members and officers are working together to protect and promote the interests of looked-after children".

The overarching objective of the Corporate Parenting Advisory Committee as stated in the terms of reference is:

"To seek to ensure that the life chances of looked after children, children in need and are leavers are maximised in terms of health, educational attainment, and access to training and employment , to aid the transition to a secure and productive adulthood".

Children's Rights

The rights of children and young people must be upheld in accordance with the Social Services and Wellbeing (Wales) Act 2014, the Children Act 2004, Children Act 1989, the United Nations (UN) Convention on the Rights of the Child 1991, and the Human Rights Act 1998.

The UN Convention on the Rights of the Child infers that:

- All departments and all levels should put children's interests first (article 3).

- Special attention should be given to any children who are suffering discrimination (article 2).
- The active and informed participation of children as citizens and rights holders should be promoted (article 12.)

Extracts from the United Nations Convention on the Rights of the Child

Article 3

1. In all actions concerning children, whether undertaken by public or private social welfare institutions, courts of law, administrative authorities or legislative bodies, the best interests of the child shall be a primary consideration.
2. States Parties undertake to ensure the child such protection and care as is necessary for his or her well-being, taking into account the rights and duties of his or her parents, legal guardians, or other individuals legally responsible for him or her, and, to this end, shall take all appropriate legislative and administrative measures.
3. States Parties shall ensure that the institutions, services and facilities responsible for the care or protection of children shall conform with the standards established by competent authorities, particularly in the areas of safety, health, in the number and suitability of their staff, as well as competent supervision.

Article 2

1. States Parties shall respect and ensure the rights set forth in the present Convention to each child within their jurisdiction without discrimination of any kind, irrespective of the child's or his or her parent's or legal guardian's race, colour, sex, language, religion, political or other opinion, national, ethnic or social origin, property, disability, birth or other status.
2. States Parties shall take all appropriate measures to ensure that the child is protected against all forms of discrimination or punishment on the basis of the status, activities, expressed opinions, or beliefs of the child's parents, legal guardians, or family members.

Article 12

1. States Parties shall assure to the child who is capable of forming his or her own views the right to express those views freely in all matters affecting the child, the views of the child being given due weight in accordance with the age and maturity of the child.
2. For this purpose, the child shall in particular be provided the opportunity to be heard in any judicial and administrative proceedings affecting the child, either directly, or through a representative or an appropriate body, in a manner consistent with the procedural rules of national law.

These principles are central to Corporate Parenting.

Governance

A Corporate Parenting Panel was established in Cardiff during 2007 as a good practice mechanism to support the discharge of the Council's responsibilities. That Panel had no statutory role or formal decision making powers.

In 2014 the Corporate Parenting Panel and the Children and Young People Scrutiny Committee undertook a joint Inquiry to consider:

- Ways to raise the profile of corporate parenting.
- The role of the Panel.
- Lines of accountability.

As a result of the recommendations arising from the inquiry, a formal Corporate Parenting Advisory Committee was created to replace the Panel. The Committee met for the first time on the 8th of October 2014. 2017/18 marked the first significant change in membership. That change in membership was a result of the May 2017 Local Government

elections. The current Membership is now in its second year, with a small number of changes in individuals during the period.

Terms of Reference

As a Committee, the Corporate Parenting Advisory Committee has a remit:

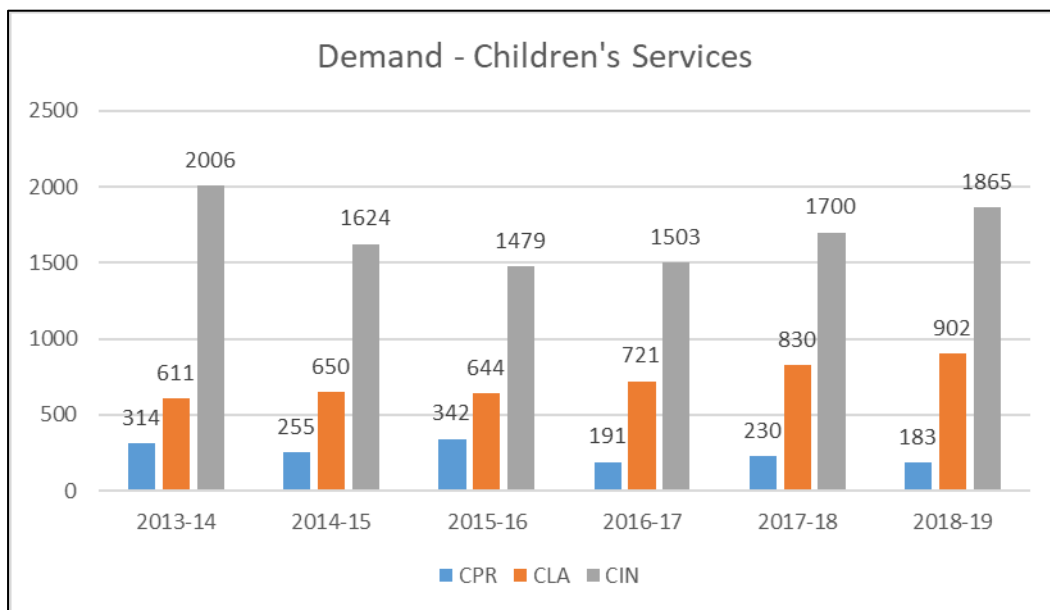
- To advise and make recommendations to the Cabinet or Council (pursuant to s.102 (4) of the Local Government Act 1972) with regard to the discharge of corporate parenting functions.
- To ensure that Corporate Parenting has a role and status within the Council.

During 2018/19 the Committee operated within the following terms of reference, first approved by full Council on the 24 July 2014:

- To actively promote real and sustained improvements in the life chances of Looked After Children, Children in Need, Care Leavers and children and young people in the criminal justice system and to work within an annual programme to that end;
- To develop, monitor and review a corporate parenting strategy, and ensure its effective implementation through work plans and corporate parenting training programmes;
- To seek to ensure that the life chances of Looked After Children, Children in Need and care leavers are maximised in terms of health, educational attainment, and access to training and employment, to aid the transition to a secure and productive adulthood;
- To recommend ways in which more integrated services can be developed across all Council directorates, schools and other stakeholders to lead towards better outcomes for Looked After Children, Children in Need and care leavers;
- To ensure that mechanisms are in place to enable Looked After Children, Children in Need and care leavers, to play an integral role in service planning and design, and that their views are regularly sought and acted upon;
- To ensure performance monitoring systems are in place, and regularly review performance data to ensure sustained performance improvements in outcomes for Looked After Children, Children in Need and care leavers;
- To receive all relevant Children's Services inspection and annual reports, including: Children's Homes Quality of Care Report; Case Practice Reviews, Fostering Annual Quality of Care Report; Adoption Annual Quality of Care Report; 4C's Commissioning; Out of Area Annual Report; Annual Report of Brighter Futures (with education); Children's Complaints reports; and Advocacy Annual Report;
- To report to the Cabinet at least twice a year;
- To make recommendations to the Cabinet where responsibility for that function rests with the Cabinet;
- To report to the Children and Young People's Scrutiny Committee as necessary;
- To recommend the appointment of co-opted Committee Members for approval by Council;
- To develop and undertake a programme of consultation, listening and engagement events with Looked After Children and care leavers, as well as visits to services providing support and advice to Looked After Children, Children in Need and care leavers;
- To submit an Annual Report on the work of the Committee to Full Council.

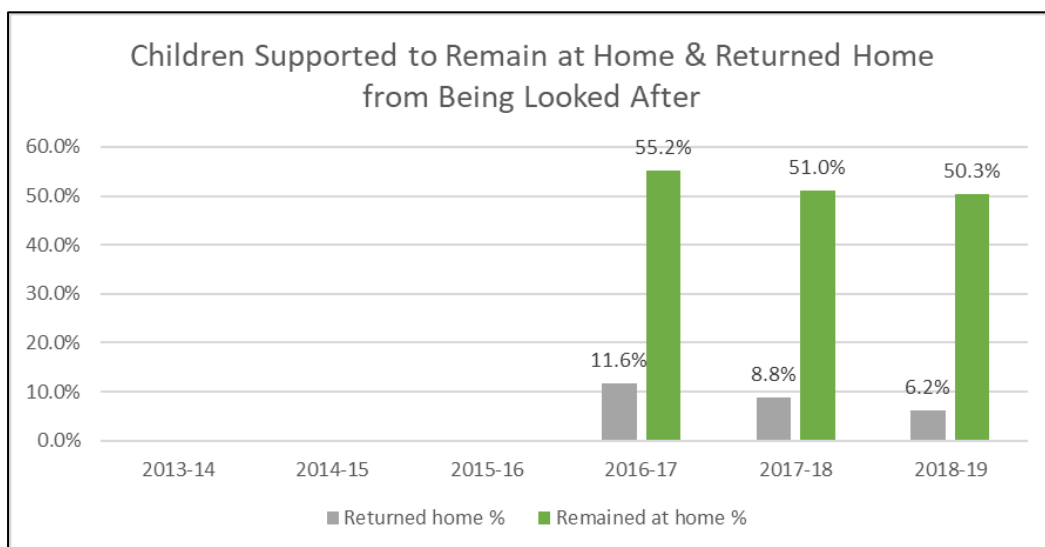
The Population

At 31st March 2019, there were **902 looked after children in Cardiff.**



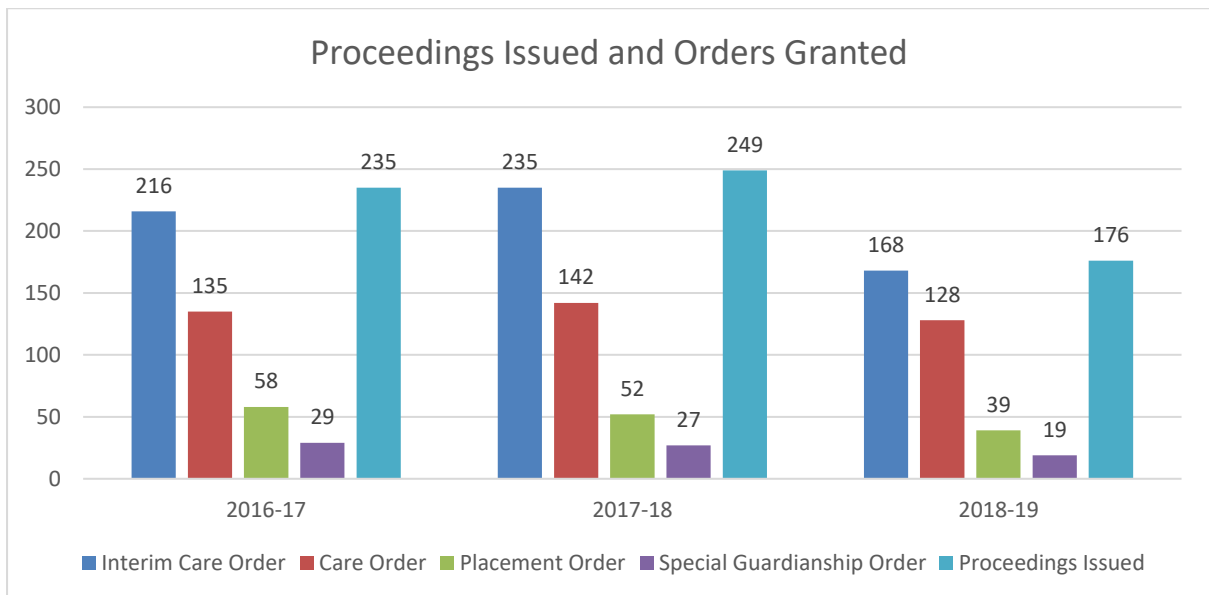
Of the 1,810 children with a Care and Support Plan at 31st March 2019, **911 were being supported to live at home** and were therefore not being looked after.

Of the total number of 1,093 children who were looked after during the 2018/19 year, **68 returned home.**

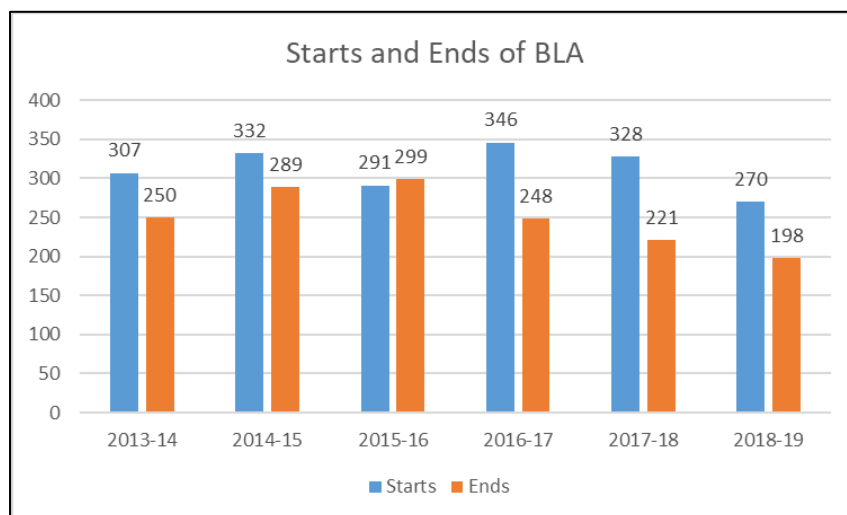


In addition to the 68 children who were returned home from care, **141 children were in the care of their parents**, but remain subject to a Care Order, and **102 children were placed with relative carers.**

These figures reflect the strong emphasis the judiciary currently have on placing children within the family under the auspices of a Care Order.



During 2018/19, **176 Care Proceedings were issued**. Some proceedings would have concluded from the previous year (2017/2018) in this timeframe and some will be ongoing (post April 2019) and therefore not reflected above.



56.7% (380/670) of looked after children in regulated placements **were placed in Cardiff** at 31st March 2019.

68.7% (460/670) of looked after children were in **external provider placements** at the 31st March 2019.

At the 31st March 2019, Children's Services had **86 in house foster carers** providing **158 approved places**.

There were 494 **fostering placement requests in total during the year**. 95 children were placed in house. 96 were sibling group requests.

10 mainstream carers successfully **progressed through the assessment process** to be approved, arising from **150 enquiries** received during the year.

In addition to this Children's Services had 74 approved **kinship / connected person's carers**, 4 in house **When I Am Ready carers**, 20 **supported lodgings providers** and 8 **Private Fostering arrangements** commenced.

62 **Connected Persons** were presented to panel with 34 new approvals.

At the end of 2018/19 Children's Services had 70 residential placements in total. **64 children were in external residential placements**,

Children's Services were solely responsible for funding 58 of those residential placements with the remaining 12 receiving contributions from Education, Health, or both. The average weekly cost per child was £3,966, although this ranged from £1,800 to £7,800. Contributions from Education ranged from 3% to 14% and Health ranged from 4% to 20% of the weekly cost - the percentage of the contribution was based upon factors such as how much the provider charges for education and therapy costs, the number of weeks in the school terms, the period of therapy, continuing health care needs and whether the child was statemented.

9.56% of children experienced **more than 3 placements**. The ceiling target is not to exceed 9% which we were in line with. Cardiff strive to ensure all children are in the right placement and that children are returned to Cardiff from out of area placements where appropriate for their needs. As a result, some children experienced moves but this was in line with their best interests and is not due to placement breakdown.

15.96% (91 / 570) of looked after children experienced **non-transitional school moves** in 2018/19.

Primary school attendance for looked after children was **96.9%** in 2018/19, compared with 96.6% in 2017/18 and remained just short of the 98% target.

Secondary school attendance for looked after children was **89.9%** in 2018/19, compared to 94.1% in 2018/19, and fell short of the 93% target.

8.2% (32/38) of looked after children achieved **Key Stage 2** core subject indicators (CSI) in 2018.

814.3% (7/49) of looked after children achieved Level 2+ threshold at **key stage 4** in 2018.

Of the total number of **care leavers**, **19.9%** (65 / 327) experienced **homelessness** during the year.

Of the children who were **care leavers** in 2016/17, **40%** (38/95) were engaged in **education, training or employment** one year after leaving care.

Attendance

Meetings

During the 2018/19 municipal year, five committee meetings were held. These included four scheduled meetings and one extra meeting dedicated entirely to a specific item - the findings of the Bright Spots survey of all Cardiff looked after children aged 4 - 18.

The scheduled meetings were held on the 17th of July 2018, 16th of October 2019, 29th of January 2019 and 2 April 2019. The extra meeting was held on the 18 September 2018.

*The April 2018 meeting is also reported here. This reflects a change in the reporting period from financial year (April to end of March) to Municipal year (May to end of April). Should the April 2018 not have been reported here it would not have been included in any annual report.

Membership

Membership of the Committee is decided at the beginning of each year by full Council. Seats are allocated on a politically proportionate basis. The Committee is chaired by the Deputy Leader of the Council and includes 3 Cabinet members. There were two changes of individual membership during the 2018/19 term. During 2018/19 members of the Committee were as follows:

COUNCILLOR REPRESENTATIVE		ATTENDANCE	
		Meetings: Possible	Meetings: Actual
Sarah Merry Chair	Labour (Deputy Leader, Cabinet Member for Education, Employment and Skills)	6	6
Cllr Sue Lent Deputy Chair	Labour	6	5
Cllr Timothy Davies Sadly passed away during the term	Conservative		
Cllr Sean Driscoll **	Conservative	1	1
Cllr Fenella Bowden **	Independent	4	4
Cllr Graham Hinchey	Labour (Cabinet Member for Children & Families)	6	6
Cllr Shawn Jenkins	Conservative	6	6
Cllr Ashley Lister	Labour	6	6
Cllr Bablin Molik	Liberal Democrats	6	6
Cllr David Walker*	Conservative	1	1
Cllr Chris Weaver	Labour (Cabinet Member for Finance, Modernisation & Performance)	6	6

*Members who left the Committee during the year. **New Members of the Committee.

Meetings were also attended by a core group of senior managers from Children's Services Education and Cardiff and Vale University Health Board along with a young person. They attended in the capacity of advisors to respond to questions. Invited guest speakers presented to the Committee. Further information is provided on those discussions in the following section of this report.

Summary of 2018/19 Business

Engagement

The Committee's terms of reference require its members to hold events and undertake visits. To ensure mechanisms are in place to enable looked after children, children in need and care leavers to play an integral role in service planning and design and to act upon feedback. The Committee may recommend the appointment of co-opted Committee Members for approval by Council.

It should be noted that listening, consultation, and engagement permeates throughout the Committee's programme, as detailed in further sections of this report. Especially noteworthy are activities noted within the items titled Children's homes quality of care reports (Regulations 32 visits), the Annual quality assurance report for children's homes (Reg 33) and the Complaints & representations report. Through all of those items the voice of the child should be heard. Importantly, Independent Reviewing Officers (IROs) have a statutory responsibility to act directly as corporate parents to every child who is looked after and take full account of each child's wishes and feelings. Their Manager is required by the Committee's terms of reference to report regularly to the Committee's meetings.

The following table lists the direct engagement mechanisms used by the Committee during 2016-17. Further details on each item are provided below.

Mechanism	Dates	Detail
1. Care leaver representative advisor	April 2018 July 2018 September 2018 January 2019	Attended meetings to advise the Committee.
2. Events	October 2018 May 2019	Bright Sparks award ceremony. Fostering Fortnight
3. Member visits	June 2018 November 2018 February 2019 August 2018	Crosslands Children's Home St Teilos Church in Wales School Hywel Dda Primary School Swan Centre
4. Presentation from National Youth Advisory Service (NYAS)	2 April 2019	Details below
5. Additional meeting - Bright Spots: Your Life Your Care Survey of Cardiff's Looked After Children.	18 September 2018	Findings and Next Steps

1. Attendance of advisors at meetings

It was agreed in the previous year that two young people should be invited to attend the meetings as regular advisors. This was recommendation from the 2016/17 annual report and fulfilled recommendations which arose from the 2016 care leavers listening event.

During 2018/19 one young person attended all but the last meeting in the year. The second young person indicated that they were no longer able to attend.

2. Events

Bright Sparks

The 2018 Bright Sparks awards ceremony was an outstanding success. Bright Sparks started in 2006 and has been an annual event since. Over 200 children, young people and their carers attended along with the Cabinet Member for Children & Families and the Director of Social Services. The event was organised by Looked After Young People and Care Leavers, many of whom took part in entertaining the audience with their individual skills which ranged from a cat walk show to singing and dancing. This year a new special award was introduced in memory of a young person who had passed away.

3. Fostering Fortnight

The Operational Manager for Specialist Services provided members with information about Fostering Fortnight (14-25 May 2018), which aimed to promote fostering in Cardiff. Members were advised that various events would be taking place including a display in County Hall reception, a radio advert and the launch of a focus group. Merchandise was available and Members were welcome to get involved.

Members suggested that it would be good to get support from Members of Parliament and Assembly Members and to use social media to promote the event. Officers advised that that there will be lots of social media activity. Members suggested that there could be a stand at Council in May and that it would be good to have a roadshow at schools in the future.

Members were advised that there will be a re-launch of the Foster Carers' Charter during the fortnight, and Members were invited to be involved.

4. Member visits

Councillor Bowden advised Members that she and Councillor Merry had attended Hywel Dda School in February 2018. Members noted that the school serves as an exemplar of the work that needs to be done around Children who are looked after and those on the edge of care.

Members were advised that there are designated teachers who oversee children who are looked after. Those teachers meet on a regular basis and share good practice to maintain the same standards across all schools in the city. The resulting discussion enquired if children sometimes have to move school due to the location of foster carers, and about the uniformity of decisions to exclude children. In response to which Members were informed that there are 'patches' of foster carers in certain areas, and that the Welsh Government has issued guidelines in relation to exclusion, but there is not a common threshold within Wales. Within Cardiff the Local Authority does challenge schools about their decisions.

Members were further interested in visiting or finding out more about St Teilo's Church in Wales School, Rumney Primary School, Crosslands children's home, the Multi-agency

Safeguarding Hub (MASH) and the Adolescent resource centre ARC, and were subsequently able to visit Crosslands Children's Home, St Teilos Church in Wales School, Hywel Dda Primary School and the Swan Contact Centre during the year and received a presentation about the ARC.

5. Presentation from National Youth Advisory Service (NYAS)

During April 2019 NYAS presented to the Committee. The presentation informed members that NYAS provide the following services:

- The Professional independent advocacy service
- The Active offer
- The Independent visiting service
- An Appropriate adult service
- Participation
- and Additional NYAS Services

Extract from the report

'The child has the Right to express his or her opinion freely and to have that opinion taken into account in any matter or procedure affecting the child'. UNCRC Article 12.

Members were informed that NYAS received 350 referrals between April 2018 and March 2019. Themes included the following issues:

- Support and representation at meetings
- Placement
- Contact
- Leaving care
- Education
- Health

It was reported that the Bright Sparks Club of young people had facilitated participation in the following initiatives:

- The ARCF annual Director of Social Services event.
- Welsh Government IV Service development.
- The development of Children Looked after resources.
- The Council's UNICEF Child friendly City initiative.
- Cardiff and Vale health Board consultation.
- The Amnesty Children's Rights Leaflet.

Additional work and development by NYAS had included the following:

- NYAS Cymru
- IV Standards
- Mental Health and Well-Being Project
- Unity Project
- Peer Advocacy /Peer Mentoring
- Parent Advocacy


In response to questions, Members were advised that referrals were usually made by social workers, but also by education and a young person’s solicitor. It was explained professionals act in a best interests capacity, but young people sometimes have very different views as to what is in their best interests and therefore require an independent advocate. They were also informed that there were 15 Peer Advocates across all Welsh local authorities funded by the Welsh Government. Members were advised that the normal referral route to the Mental Health and Well-being project operated by NYAS was through the National Healthline, however they were able to accept local referrals which would normally come through the office in Caerphilly.

6. The Bright Spots Programme and associated ‘Your Life, Your Care survey’ – Next Steps


During September 2018 the Committee held an extra meeting in their schedule dedicated entirely to receiving the findings of the Bright Spots Survey.

The Bright Spots programme was launched in 2013 as a joint partnership between Coram Voice and the Hadley Centre for Adoption and Foster Care Studies at the University of Bristol. Funded by the Hadley Trust, the programme had worked with local authorities across England and had now been extended to Wales with Cardiff Children’s Services participating. The programme aimed to identify and improve the well-being and care experiences of looked after children and young people through a participative approach which sought to identify and promote ‘bright spots’. They defined “Bright spots” as the policies and practices that have a positive influence on children and young people’s well-being. The indicators were broken down into four domains: Resilience, Recovery, Relationships and Rights. The survey asked children age-appropriate questions about their carer, social worker, friends, where they live, how they feel and the things they get to do. The survey was completed by children aged 4-18 aided by trusted adults who could help them complete the survey honestly.


Key Findings



- **77%** of children (8-11yrs) and young people (11-18yrs) felt their lives were improving
- **75%** of Young people (11-18yrs) liked school
- **0%** of boys felt that their carers didn’t take an interest in their learning and only **12%** of girls did.
- **A Third** of young children (4-7yrs) felt that no-one had explained why they were in care. Children’s understating increased with age but 29% of young people (11-18yrs) also wanted more information about why they were in care.



- **19%** of children (8-11yrs) and **24%** of young people (11-18yrs) had no face to face contact with either parent
- About **one in ten** young people (11-18yrs). Being friendless puts young people at greater risk of anxiety and depression
- None of the children aged 4-7 years had low well being but **2** children (8-11yrs) and **17** young people (11-18yrs) gave response that suggested low well-being



During the meeting, members discussed a number of aspects of the findings including, differences in perceptions of wellbeing between the genders and how that relates to young people more generally. Members expressed concerned in relation to the number of

placements and social worker changes experienced by some young people. They were saddened by the information provided which expressed that some young people felt that they were not given second chances, that the reason they were in care had not been explained to some, and a particular reference to a child not having friends. Officers responded to each of the concerns highlighting the need for greater numbers of foster care placements, a better range of accommodation provision and more social workers to respond to the large increase in the number of children being looked after in the last three years. Officers explained that social workers have to have very difficult conversations with young people, and sometimes for a variety of reasons decisions are made not to explain straight away to young people about why they are in care. There is now a psychologist attached to the team who provides advice and guidance to Social Workers to ensure children's needs are understood, they have access to the right support for them and that decisions can be communicated in the right way

Extracts from the report

The Bright spots report made the following recommendations:

Recommendation 1

Regularly review contact arrangements and ensure children and young people understand why decisions have been made. Some children/young people felt they were having too much contact, and others not enough.

Recommendation 2

Improve support to looked after young people who are experiencing bullying.

Recommendation 3

Connect with the youngest children to make sure they feel included in decisions and understand why they are in care and actively plan opportunities for children and young people to be trusted and feel involved in decision making.

Recommendation 4

Be aware of gender differences when care planning and provide opportunities to improve young people's feelings about their appearance and body image.

Recommendation 5

Encourage carers to see the benefits of spending time with children and young people outdoors (e.g. beaches, woods).

Recommendation 6

Talk to foster carers and young people to understand why 13% of young people were unable to access the Internet from their placements.

The presentation to the Committee outlined the response that Children's Services will be taking to each of these recommendations.

The Annual Programme and the Corporate Parenting Strategy

The Committee's terms of reference required it to develop and work within an annual programme to actively promote real and sustained improvements in the life chances of looked after children, children in need, care leavers and children and young people in the criminal justice system. The terms of reference also required the Committee to develop, monitor and review a corporate parenting strategy, and ensure its effective implementation through work plans.

A Corporate Parenting Strategy was drafted by managers in Children's Services in consultation with colleagues in Education and the University Health Board during 2015-16. The strategy was formally endorsed by the Council's Cabinet on the 19th of May 2016, and published as paper documents as well as a separate summary document. Both have been available in English and in Welsh since 2016-17. The term of the strategy will come to an end in 2019. At which time the current strategy will be superseded.

During 2017/18 the Committee agreed a structure for their work programme. This was structured around themes in the Strategy. Members stepped forward to lead and take responsibility for individual work-strands, and operational managers were assigned to support Members. The Member's Work Programme continued into 2018/19 and was structured as follows:

Theme	Member	Officer
Prevention 1. Effective early intervention and prevention. 2. Safely reducing the number of looked after children.	Cllr Bablin Molik	OM Strategic Safeguarding and Partnerships Operational Manager Targeted Services /Operational Manager Youth Offending Service with interim responsibility for Preventative services /Operational Manager Safeguarding
The experience of looked after children and outcomes 3. Promoting permanency 4. Providing high quality placements. 5. Provide young people leaving care with appropriate preparation for adult life, taking account of all of their needs including their wellbeing.	Cllr Graham Hinchey	Operational Manager Specialist Services and Team Managers

Specialist services 6. Continue to improve services for children with disabilities, including short break care. 7. Improve and support the emotional health and mental wellbeing of looked after children.	Cllr Sue Lent	Operational Manager Targeted Services OM Strategic Safeguarding and Partnerships
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Education 8. Improve the education attainment and achievement for all looked after children.	Cllr David Walker / Cllr Fenella Bowden	Education Achievement Leader
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The role of the Corporate Parenting within the Council 9. Strengthening the role of the Corporate Parenting Advisory Committee within the Council.	Cllr Ashley Lister	Operational Manager Youth Offending Service with interim responsibility for Preventative services
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In addition to their self-directed work and visits, the Committee received a number of presentations and reports to add to their knowledge of corporate parenting with an opportunity to ask questions. The following items were presented to the Committee during 2018-19, and are structured around the themes of the work programme:

Work-stream: Prevention

Member updates:

- The lead member for the work stream met with a range of operational managers to gain greater insight into the subject of prevention, the issues and associated work.
- The Cabinet Member for Children & Families informed the Committee that the 11th of October Cabinet approved a new delivery model for Family Help and Support in Cardiff. It allows a fundamental change in how the Council channels Children's Services enquiries through the Multi-Agency Safeguarding Hub (MASH).
- The work stream lead for the Prevention strand requested and received a Briefing Report explaining the rise in the number of looked after children, and a presentation about Adolescent Services.

Presentations / Reports	Dates presented	Guest speaker
1. Children's Services - Adolescent Services Presentation & Performance Report	29 January 2019	Team manager

1. Services - Adolescent Services Presentation & Performance Report

During January 2019 a report and presentation were provided to the Committee outlining the remit, current activity and performance of the three teams within Children's Services

which focus specifically on working with adolescents. Those teams are the Adolescent Resource Centre (ARC), Think Safe! Team, and the I I+ Case Management Team.

Extract from the report

The report and presentation explained that the ARC provides intensive integrated therapeutic support and planned overnight short breaks to young people and their families who are at risk of being looked after. The service works in partnership with key organisations including the Health service, Education, the Youth Offending Service and Housing.

The Think Safe! Team provide specialist intervention for children who are most at risk of Child Sexual Exploitation and was expanding to deliver preventative work and to address other forms of exploitation.

The I I+ Case Management Team offers relationship based social work with a specific adolescent approach.

The report outlined the core values, current performance, case studies, criteria, referral and transfer points, caseloads, interventions, strengths, areas for development and proposed next steps.

Extract from the report

Cardiff Children's Services recognises that working with adolescents requires a bespoke and different approach. Evidence shows:

- There is a cohort of young people in their teenage years for whom the risk of family breakdown is high.
- In the unlikely event that these young people become looked after, our experience suggests that they are more likely to require specialist fostering or residential placements in order to safely manage the entrenched challenging behaviour that many of these young people display.
- There is limited availability for such placements locally and consequently these young people are most likely to be placed at a distance from Cardiff.
- These placements face huge financial cost on the local authority, not to mention the emotional costs to these young people of being placed away from family and friends and their community.
- Adolescents need workers who are available, consistent and who are able to meet their changing needs. Young people and their families need a timely response in order to help them feel supported, to change behaviour and prevent escalation with the aim of reducing crisis and develop families' ability to manage.
- It is essential to work 'with adolescents to help keep them safe rather than doing it 'to' them.
- The Early Help Strategy and Social Services and Wellbeing Act (2014) reiterate that intervention as early as possible would produce better outcomes for children, young people and their families.

The presentation further explained that support is provided to young people and their families for as long as they need it. That the support takes the form of specialist interventions which are delivered intensively. The workforce is stable, able to build good rapport and committed to working with teenagers to create long term change. Areas for development were outlined along with next steps.

Members of the Committee discussed the importance of supporting care givers and acknowledging their importance in circumstances that can often be challenging for them. Multi-agency links and information sharing, including that with the Youth Offending Service and CAMHS were discussed.

A new strategy is currently being developed.

Work-stream: The Experience of looked after children and outcomes

Member updates:

The lead member for the work-stream provided Members of the Committee with updates. In relation to improving outcomes for Children they advised that there was a lot of work in progress across Children's Services at the present time. Around 20 Managers attended a meeting around promoting permanency. The number of Foster Carers still needs to be increased but positive feedback has been received regarding the Council Tax Reduction Scheme. Plans are in place to potentially have 5 homes by the end of 2019. Overall they were of the view that things were progressing well.

Presentations / Reports	Dates presented	Guest speaker
1. Scrutiny Out of Country Inquiry Report	17 July 2018	Chair of the Scrutiny Committee
2. Bright Start Traineeship Scheme Presentation	*24 April 2018	Manager of the service
3. Safe Reduction of Looked After Children: A Verbal Update on the Ministerial Advisory Group	2 April 2019	Assistant Director of Social Services

1. Scrutiny Out of Country Inquiry Report

During 2017/18 Cardiff's Children and Young people Scrutiny Committee undertook a task and finish inquiry examining out of county placements. The Inquiry was chaired by Cllr Lee Bridgeman, Chairperson of the Children & Young People Scrutiny Committee. On the 17th of July 2018 Cllr Bridgeman attended the Corporate Parenting Advisory Committee to present the findings. The report had been presented to Cabinet on 5 July and comments from Cabinet were expected in October.

The Inquiry reviewed the evidence gathered from a number of sources and reported key findings under the following headings:

- Impact on Children being looked after
- Strategic operations
- Social Worker workforce
- Placements

19 recommendations were made to Cabinet.

The Committee were invited to comment, seek clarification or raise questions on the information received. Members commended the report. During discussion Members expressed concern that inconsistency in education can be disruptive to those placed out of county and remembered information provided to them previously by a psychologist that evidence suggests a child or young person is more likely to suffer from mental health issues if there have been a number of different placements throughout their time in care. Members noted the increased funding allocated into the 2018-19 Social Services budget of to help with the increased demand for services to vulnerable people. The majority had been allocated specifically to Children Services to assist with the significant rise in the number of children being looked after.

2. Bright Start Traineeship Scheme

During April 2018 Members received a presentation on the Bright Start Traineeship Scheme. The presentation described what the scheme is, how it works, training and support provided and the benefits to young people.

Members were interested in opportunities to expand the reach of the service. In response to questions, Members were informed of the following. That there are currently around 25 traineeships. There are 20 young people on a waiting list for a traineeship at the moment and it is important to match opportunities with individuals. Members were informed that the length of placements can vary between 2 weeks and 8 months. Some feed into the Council's corporate apprenticeship role. Most placements are for 3 months, but all placements are reviewed on a monthly basis. At that time only 2% of traineeships lead to a permanent job, but often the placement was a stepping stone to paid employment elsewhere. The Council continued to receive funding from the Welsh Government (WG) and had chosen to spend the grant on this scheme. As well as this, a proportion of the St David's Day fund was spent on the traineeships. There was sufficient funding at that time to expand the team and thus expand support to young people up to the age of 25.

3. Safe reduction of looked after children: A verbal update on the Ministerial Advisory Group

At the April 2019 meeting, Members were provided with a verbal update on the work of the 'Improving Outcomes for Children Ministerial Advisory Group'.

The Ministerial Action Group is a Welsh Government program of change that aims to improve services for children and families in need of help and support by taking a collaborative partnership approach in the following ways:

- It oversees the development of Welsh Government policy
- helping to identify potential gaps in policy
- generating ideas
- providing advice about what appears to work best in practice

- monitoring the impact of the Improving Outcomes for Children program
- ensuring approaches to improving outcomes for children are aligned and effective at a national, regional and local authority level.

The programme is split into three key areas for action:

- Safely reducing the number of children in need of care
- Making sure there are sufficient placement options of a high quality for children who are looked after or are leaving care
- Supporting children who are looked after to have the best possible journeys through care and into adulthood.

Members were advised that locally the Children’s Services strategy was in the final stages of development and reflects all of those priorities. Members were advised that the first phase of the Welsh Government program had now concluded. That phase one dealt with the role of the Independent Reviewing Officer and the associated standards and good practice guidelines. Phase two was currently in progress and focused on securing sufficient high quality placement options for children who are looked after or leaving care. It was noted that representatives from the Welsh Government would be visiting all local authorities to explore this issue. Among the subjects to be discussed would be a desired reduction in the number of children looked after, out of area placements, placements outside of Wales and children and young people accommodated due to parental learning difficulties.

Discussion broadened beyond the number of children and young people becoming looked after to those remaining in care when alternative outcomes could be considered, the work being undertaken to increase the number of foster carers and use of Early Intervention Service to reduce the numbers of young people going into local authority care.

Work-stream: Specialist Services

Member updates:

The lead member for the work-stream provided Members of the Committee with updates about progress being made in relation to the Disability Index, Direct Payments, Continuing Health Care funding, transitions and the referral process between the Multi-Agency Safeguarding Hub and the Child Health and Disability Teams.

Presentations / Reports	Dates presented	Guest speaker
1. Youth Offending Service Enhanced Case Management Model Presentation	29 January 2019	Operational Manager

I. Youth Offending Service Enhanced Case Management Model Presentation

During January 2019 the Committee were informed that the Cardiff Youth Offending Service had been participating in trial of the Enhanced Case Management Project (ECM). The trial had been in place since October 2017, during which Forensic Psychologists had used a trauma recovery model to recommend appropriate interventions as part of a multi-

agency approach for 10 young people. ECM is supported by the Youth Justice Board, Welsh Assembly Government and NHS Wales Forensic Adolescent Consultation and Treatment Service (FACTS) and had previously been trialled by Youth Offending Teams in Flintshire, Carmarthen, Blaenau Gwent and Caerphilly. Positive outcomes had been observed in the form of improved emotional resilience, improved self-confidence, reduced breach of conditions and reductions in offending rates for young people. Case Managers had been supportive of the approach and felt that it had identified the root cause of behaviour, tailor made interventions based on need, and that the early indications were that it had a positive impact.

Members sought clarification of the nature of the interventions, and were advised that it involved timeline work, looking at key events, dealing with personal issues and thereafter support to obtain employment. Members asked why the approach was not available to all young people and were advised that it is currently being trailed for those who meet a referral criteria of having complex needs and those who are serious repeat offending behaviour.

Work-stream: Education

Member updates:

The lead Members for the work stream provided Committee Members with regular updates which included informing them that a session had taken place around improving the education attainment and achievement of looked after children. The session had been well-attended and successful. They were of the view that sharing between schools should be systematic and that work in Scotland could provide examples of good practice.

They visited and met with representatives from the Youth Offending Service, Cardiff University, and the Education Collaborative. Those discussions led on to future items on the Committee's agenda and informed the selection of member visits.

Presentations / Reports	Dates presented	Guest speaker
1. Looked After Children Inclusion at St Teilo's Church in Wales High School (An example of good practice)	16 October 2018	Deputy Head Teacher
2. Children Looked After (CLA) Friendly Schools Training Update	29 January 2019	Looked After Children in Education Coordinator
3. *Cardiff Virtual Tracker is detailed below under the Monitoring Performance theme	17 July 2018	Achievement Leader
4. *Education performance reports (x2) are listed below under the Monitoring Performance theme	-	Achievement Leader

I. Looked After Children Inclusion at St Teilo's Church in Wales High School (An example of good practice)

The deputy head teacher of St Teilo's Church in Wales High School was invited to the October 2018 Committee meeting to share the school's experience as an example of excellent practice in supporting children who are looked after. The deputy head teacher explained that the success of the school is founded in its mission to ensure that all space at the school is a learning space, a healing space and a sacred space. This is deeply embed in all that the school does. The ethos and culture of school is restorative and non-punitive. Pupils and staff are encouraged to help and nurture each other and contribute to the mission. It was further explained that the school is in the fortunate position to be well resourced and is currently operating with a balanced budget. In these circumstances they are in a position to employ staff and prioritise funds. In turn very little needs to be spent on alternative provision.

Three poems written by young people, sharing the stories of how they came to spend time in care were read to the Committee. Committee members were moved by the stories.

The deputy head teacher advised Members that Local Authorities should look beyond results and encourage and praise those who provide meaningful care to young people. It is important to stress that we are all Corporate Parents and are here to serve our young people.

Members were impressed with the descriptions and ethos and wished to see the practice shared and transferred to other schools. Members highlighted that some schools are still reticent to accept children who are looked after and that they wished to see improvement. This presentation was impactful and went on to be raised in discussions throughout the year.

2. Children Looked After (CLA) Friendly Schools Training Update

During January 2019 the Committee received an update in relation to training Children Looked After Friendly Schools. Members were advised that the Level 1 training has been rolled out to teachers and they are to cascade the information and training within their own schools. Members were advised that about 67% of schools had taken up the training up to that date and that the training will be expanded to school governors in due course. Members sought clarification about the levels of training and were advised that there were two additional levels, level 2 is training for senior leaders and level 3 is a more in depth programme. The take up of level 2 has been good.

Work-stream: The Role of Corporate Parenting

Member updates:

- The lead Member for the work stream identified that guidance to Elected Members on their role as Corporate Parents was outdated. They wrote to the Welsh Government with the suggestion that an updated version of the guidance is produced. They were pleased to subsequently inform the Committee that the Welsh Government will be reviewing the guidance to Elected Members.

- The lead Member for the work stream discussed the Terms of Reference with the Chairperson and Senior Management within Children’s Services to ensure that the work of the Committee is both realistic and undertaken. The group updated the Committee’s Reference for implementation in the 2019/20 year.
- Members discussed the number of meetings and suggested that meetings should be increased to six a year. Members were content for an extra meeting to added in September 2018 for Officers to present the Bright Spots Survey and Action Plan.
- Members expressed concern that only a third of elected members had undergone the mandatory training. Committee Members asked that all Elected Members be reminded of the need to complete this training. The lead member for this work stream stressed the importance of all Committee Members encouraging colleagues to attend. Members indicated that they would raise awareness of training through Political Whips.

Presentations / Reports	Dates presented	Guest speaker
1. The 2017-18 Corporate Parenting Advisory Committee Annual Report	16 October 2018	-
2. Review of Terms of Reference and Meeting Frequency	16 October 2018	Committee & Member Services Manager
Review of Terms of Reference	2 April 2019	
3. Forward Plan	2 April 2019	-
4. Social Services and Well-being (Wales) Act 2014, Part 6 - Looked After and Accommodated Children (Briefing Paper)	2 April 2019	Assistant Director of Social Services

1. The 2017-18 Corporate Parenting Advisory Committee Annual Report

During October 2018 Members discussed the draft Annual Report for 2017-18. It was agreed that the report would be provided to Cabinet. It was also decided that the report would be timetabled for October each year and that the timeframe being reported would change from reporting the meetings which occur during the Financial year (April to end of March) to those occurring during the Municipal year (May to end of April).

2. Review of the Terms of Reference and Meeting Frequency

During October 2018 Members of the Committee considered whether they wish to review the Terms of Reference adopted by the Committee in 2014. In addition the agenda item responded to the suggestion made at the 17 July 2018 meeting which suggested that the frequency of meetings should be increased. Members were advised that the Democratic Services Committee were undertaking a review of Elected Role Descriptions to include developing a Role Description for both the Chair and Members of the Corporate Parenting Advisory Committee.

Members discussed the frequency of meetings, the amount of business currently on the agenda and further work they wished to undertake. In conclusion, the Committee resolved that a subgroup would be established to review the Terms of Reference, and that the frequency of meetings would be increased to 6 per year. Members further discussed attendance at meetings and the need to ensure that all elected Members have received the required training.

At the April 2019 meeting Members discussed and approved the submission of the revised Terms of Reference to Full Council for ratification subject to further amendment.

3. The Forward Plan

A copy of the forward plan based on the terms of reference and suggestions from officers was circulated to Members, who also suggested topics of interest for inclusion. It was suggested that a review of the current work streams for members of the Committee should be undertaken in line with the development of the future Corporate Parenting Strategy when the current version comes to an end in September 2019.

4. Briefing Paper: Social Services and Wellbeing (Wales) Act 2014, Part 6 – Looked After and Accommodated Children

At the April 2019 meeting Members were provided with a briefing paper outlining of Part 6 of the Social Services and Well-being (Wales) Act 2014.

The paper informed Members that the Social Services and Well-being (Wales) Act came into force on 6 April 2016 and has reformed social services legislation. Part 6 of the Act provides for looked after and accommodated children in Wales, including children and young people who are leaving or who have left care. The paper outlined the principal duties of a local authority in looking after any child and the purpose of the legislation, including the following extract which has been embedded in its revised terms of reference.

Extract from the report

Local authorities, when exercising their social services functions, must act in accordance with the requirements contained in the associated code of practice. This provides guidance on the duties.

Any person exercising any functions in relation to a looked after or accommodated child or young person, or in relation to those leaving or who have left care must:

- ascertain and have regard to the child or young person's views, wishes and feelings, so far as is reasonably practicable.
- have regard to the importance of promoting and respecting the child or young person's dignity.
- have regard to the characteristics, culture and beliefs of the child or young person (including, for example, language).
- have regard to the importance of providing appropriate support to enable the child or young person to participate in decisions that affect them (to the extent to which this is appropriate in the circumstances, particularly where the child or young person's ability to communicate is limited for any reason)

Any person exercising functions under any part of the Act in relation to a child who has, or may have, care and support needs, or in respect of whom functions are exercisable under Part 6, must also:

- have regard to the importance of promoting the upbringing of the child by the child's family, in so far as doing so is consistent with promoting the child's well-being.
- where the child is under the age of 16, ascertain and have regard to the views, wishes and feelings of those with parental responsibility for the child, in so far as doing so is consistent with the well-being of the child, and reasonably practicable - Section 6(4)

The report further made reference that in exercising their functions relating to looked after and accommodated children, local authorities are required by section 7, to have regard to Part 1 of the United Nations Convention on the Rights of the Child. Individuals must feel that they are an equal partner in their relationship with professionals. Local authorities must ensure that these children are advised of the availability of independent advocacy services and are supported to access those services. This section relates specifically to items in the terms of reference that are reported in the Engagement section of this annual report.

Inspection & Annual Reports

The Committee's terms of reference require all relevant Children's Services inspection reports and annual reports to be presented to the Committee. The reports are specified in the terms of reference. The following table lists the reports presented during 2017-18. Further details on each item are provided below.

Inspection Reports and Annual Reports	Meeting	Subject
1. Children's Services and Education Services inspection and annual reports	29 January 2019	Crosslands Inspection Report
2. Children's Homes Quality of Care Reports	*24 April 2018 17 July 2018 16 October 2018 29 January 2019 *24 April 2018 17 July 2018 16 October 2018 29 January 2019 2 April 2019	Crosslands Children's Home Regulation 32 visits Ty Storrie Short Break Service Regulation 32 visits

3. Annual Quality Assurance Report	None (reported September 2019)	Ty Storrie Short Breaks Crosslands Children's Home
4. Case Practice Reviews	16 October 2018 29 January 2019	
5. Fostering Annual Quality of Care Report (Reg 42)	None (May 2018)	- Fostering Fortnight reported above under Engagement.
6. Regional Adoption Service Annual Report (Briefing Paper)	29 January 2019	Vale, Valleys & Cardiff Regional Adoption Service annual report
7. 4C's Commissioning	None	-
8. Out of Area Annual Report	July 2018	Scrutiny Committee Report
9. Annual Report of Brighter Futures (with education)	None	Brighter Futures was disbanded prior to the 2015-16 year.

1. Children's Services inspection reports

All children's homes must be registered with the Care and Social Services Inspectorate Wales (CSSIW) who regulate and inspect adult care, childcare and social services for people in Wales.

CSSIW inspectors inspect registered services to check that they provide safe care, which respects peoples' rights, enhances their quality of life, and that there is compliance with Regulations and Minimum Standards.

The Inspection report of Crosslands Children's Home was presented to the Committee in January 2019. Crosslands Childrens' home was the only home directly delivered by Cardiff Council at that time. Crosslands is registered with CSSIW to accommodate up to 6 young people aged 11 to 17 years.

The reports was considered exempt from publication as it contained exempt information of that described in paragraph 12 of Part 4 and paragraph 25 of Part 5 of Schedule A of the Local Government Act 1972.

2. Children's homes quality of care reports (Regulations 32 visits)

Regulation 32 of the Children's home (Wales) Regulations 2002 requires monthly visits by an independent person and written reports on the conduct of the home. The Corporate Parenting Advisory Committee received the Regulation 32 reports by virtue of its role in representing the responsibility of the authority as a corporate parent.

The regulation 32 reports for two services were presented to the Committee during 2018/19. They were for Crosslands children's home and the Cardiff Short Breaks Service at Ty Storrie.

The reports outlined visits which included interviews with residents, managers and staff, inspections of the premises, inspection of the daily log of events and inspection of the record of complaints.

The reports in respect of this item were considered exempt from publication as they contained exempt information of the description contained in Paragraph 12 of Part 4 and Paragraph 21 of Part 5 of Schedule 12A Local Government Act 1972.

3. Annual quality assurance report for children's homes (Reg 33)

Regulation 33 reports provide a review of the quality of care offered by Children's Home from the perspective of the service provider, in accordance with the requirements of Regulation 33 of the Children's Homes (Wales) Regulations 2002. Registered Managers are required to operate and maintain a system for monitoring, reviewing and evaluating the quality of care as set out in the regulations. The aim of producing the report is to inform and drive improvements in the quality of care provided to the young people living in the home.

The 2018-19 Annual Quality Assurance Report (Regulation 33 report) for Crosslands Children's Home and Ty Storrie Cardiff Short Break Service was presented to the Committee in September 2019 and will therefore be reported in the Committee's next annual report.

4. Case practice reviews

During October 2018 and January 2019 the findings of an Extended Child Practice Review were presented to the Committee in accordance with the Committee's terms of reference. The discussions extended over two meetings, with greater detail being presented at the second meeting to fully reassure Members that they had full oversight.

The Committee were informed that a referral for a practice review can be made by any professional involved in a case, where they believe that lessons can be learned from the outcome. Members of the public can also make a referral. The review contained a number of recommendations and an associated action plan. A number of the actions had already been completed.

Members noted that this was a complex case where a number of other police force areas and local authorities were involved. In response to comments and questions from Members about the length of time it had taken to publish this report, officer advised that Safeguarding Board arrangements have now been strengthened and extended to improve the timeliness for reporting case practice reviews. Members sought clarification as to the number of Child Practice Reviews conducted, what is outstanding and discussed some specific recommendations contained within the Child Practice Review presented to them.

5. Fostering annual quality of care report

The fostering annual report was not presented to the Committee during this timeframe. Details of the annual Fostering Fortnight events are reported above under Engagement.

6. Regional adoption service annual report

The requirement to provide an annual review of the Adoption Service is set out in Regulation 22 of the Local Authority Adoption Service (Wales) Regulations 2007 and

section 15 (c) of the Adoption and children Act 2002 (Joint Adoption Arrangements) (Wales) Directions 2015.

The National Adoption Service was launched in November 2014 to bring together local, regional and national organisations and activities as a key part of implementing the Social Services and Well Being Act (Wales) 2014. The Adoption Service is probably most accurately described as a network of interdependent services operating at local, regional, and national levels through local government and the voluntary sector. Five local collaboratives are responsible for developing and improving adoption services across Wales. Cardiff Council is part of the Vale, Valleys and Cardiff (VVC) Adoption Collaborative which also includes the Vale of Glamorgan Council, Rhondda Cynon Taf County Borough Council, and Merthyr Tydfil County Borough Council.

Members were provided with the Vale, Valleys and Cardiff (VVC) Regional Adoption Collaborative's Annual Report for 2017/18 along with the covering report which was presented to the Council's Scrutiny Committee during December 2011. This was the Collaborative's third annual report and covered the period 1 April 2017 to 31 March 2018. The report set out the key information about the regional services together with monthly and quarterly performance information.

The report focused on the following areas of work:

- a. Service Development and Governance
- b. Service Functions
- c. Family Finding
- d. Recruitment & Assessment of Adopters
- e. Adoption support
- f. Adoption Panel
- g. Complaints and Compliments
- h. Conclusion and 2018-19 priorities

Extracts from the report

Conclusions and 2018/19 priorities

A Best Value Review provided a real opportunity to look at the strengths and weaknesses of the service and to look at potential remedies to address some of the presenting difficulties. The findings of the Review validated the earlier work undertaken by VVC detailing capacity and resourcing issues and options.

The service has been proactive in developing some new initiatives during the year to more effectively support adopters and prepare them for placement. There is also evidence that the increased permanent resource in Adoption Support is having a positive effect and reducing pressures on the service. The priorities set for the 2017-18 have been met in part but some are ongoing.

The increased number of children being placed for adoption during the period, the number being adopted and the reduced time taken to place a child for adoption from Placement Order are positive improvements. Some improvement has also been noted in the provision of Life Journey materials for children placed and in respect of the take up of birth parent counselling. These improvements must however be considered against the increase in the number of children waiting for placements and the number waiting over

six months to be placed. This set against the decrease in approvals of adopters and delays in timely recruitment of adopters makes recruitment an ongoing and clear priority for the service.

The priorities we have set for 2018-19 focus upon completing the actions arising from the Best Value Review. Particular emphasis for the remainder of the year will focus upon driving up the conversion rate of adopter enquiry to application with the intention of increasing the rate of adopter approvals.

The Committee resolved to note the content of the report.

7. 4C's commissioning

No reports were presented during 2018-19.

8. Out of area annual report

This item was presented in the form of the Scrutiny Out of Country Inquiry Report at the 17th of July 2018 meeting. Details are provided above on page 20 of this report.

9. Annual report of Brighter Futures

Having achieved its objective of improving the relationship between Children's Services and Education Services, The Brighter Futures group was disbanded before 2017-18.

Alternative arrangements have been in place since before the start of 2017-18. Those arrangements now include:

- Regular joint Education and Children's Services senior management meetings.
- Education representatives sit on the Out of Area Panel.
- Education representatives attend a Social Services Managers Meeting to review Out of Area placements.
- Monthly meetings between managers in the Looked After Children Service and the Looked After Children Education Team.
- Termly training sessions for Looked After Children Designated Teachers.

Monitoring Performance

The terms of reference for the Committee require the Committee to regularly review performance data and ensure performance monitoring systems are in place to achieve sustained improvements. The following table lists the reports presented during 2017-18. Further information on the reports is provided below.

Performance reports	Dates presented	Subject
I. Regular Education report	*24 April 2018	Education Performance of Cardiff Looked After Children 2016 -2017
	17 July 2019	Virtual Tracker

	16 October 2018	Education Update - Provisional 2018 Results
2. Independent Reviewing Officer (IRO) Performance Report	29 January 2019	The role, function and activity of the Independent Reviewing Officer Service
3. Children's Services Performance report	24 April 2018 17 July 2018 16 October 2018 29 January 2019 2 April 2019	<ul style="list-style-type: none"> • Quarter 3 • Quarter 4 • Quarter 1 • Quarter 2
4. Children's Complaints and Compliments reports	24 April 2018 17 July 2018 16 October 2018 29 January 2019 2 April 2019	<ul style="list-style-type: none"> • Quarter 3 • Quarter 4 • Quarter 1 • Quarter 2 • Quarter 3
5. Advocacy Report	2 April 2019	Reported above under the Engagement section.

1. Education Performance of Cardiff Looked After Children 2016 - 2017

During April 2018 Members were provided with an overview of the Performance of Cardiff Looked After Children in 2016-17. Education managers were of the view that whilst there had been some improvements, overall the results for looked after children remained too low when compared with their peers. In particular Key Stage 4 was a concern, with none of the cohort of looked after children who were educated outside of Cardiff achieving the L2+ threshold. However it was acknowledged that this year's cohort had particularly complex needs. 81% of the children had Special Educational Needs (SEN) and 25% had become looked after within the last two years. The challenging events they will have experienced before becoming looked after and the disruption of becoming looked after will have impacted on their ability to achieve their full potential.

Officers explained that the best place for looked after children are Cardiff Schools. There is a virtual tracker for looked after children, which contains a profile of the child, their history of placements and test results. Information is also gathered from Children's Services records to keep the information up-to-date. The names of looked after children are given to Challenge Advisors in schools on a termly basis and followed-up if a child is not progressing. Education professionals have improved communication with Children's Services, and have also provided training to School Governors. A Mentoring programme has been developed in partnership with local businesses in the commercial sector.

Members highlighted St Teilo's C.W. High School as being an example of good practice and a desire to find out more about how it achieves results. A representative from St Teilo's school attended the October 2018 meeting which is reported above under the Education work stream on page 22.

The Committee requested a presentation on the virtual tracker at a future meeting. This is detailed below.

2. Cardiff Virtual Tracker

At the July 2018 meeting members received information about the virtual tracker. Members were informed that the Virtual Tracker is a central system that tracks the educational progress of children who are looked after. This includes information about attendance, absence, exclusions and attainment.

Members welcomed the use of the tracker and made reference to the need for good information sharing and joint working.

3. Education Update - Provisional 2018 Results

Members were provided with the provisional educational attainment results for 2018 at their October 2018 meeting.

They were advised that outcomes across the city were still improving against previous results and especially those in the school that has the largest number of looked after children and which is considered an example of best practice. There is still room for improvement, and it is important that there are good lines of communication with young people to provide the necessary support and encouragement.

Members were keen to know what those pupils who were reported in Key Stage 4 are doing now and whether they are being supported. Members were advised that the data on progression was good, the data forms part of the Cardiff Commitment data. Members noted that whilst it is easy for a school to pride itself its good well-being policy, they do however still need to be challenged to ensure that they are doing what is best for their children. Officers advised that the virtual tracker help professionals understand where the issues are so that they can be challenged.

4. Independent Reviewing Officer Monitoring report

During January 2019 the Committee received the Independent Reviewing Officers (IRO) Monitoring Report and presentation.

IROs have a responsibility to act directly as corporate parents. Local authorities are required by law to appoint an IRO to every child who is looked after. They monitor care plans, convene and chair reviews for children subject to care orders or accommodated voluntarily in placements with foster carers, residential homes, secure establishments, living with kinship carers or placed for adoption. Their role is to ensure that each care plan clearly sets out the help, care and support each child needs and takes full account of each child's wishes and feelings.

The report included an overview of the Independent Reviewing Service IRO role and purpose of the service, including an explanation of the service's duty to report to the Regional Safeguarding Board. The report also included looked after children performance information.

Extracts from the report

Recent Practice Standards produced by the Association for Fostering and Adoption (AFA) Cymru and the Welsh Government for reviewing Looked After Children summarises the role of the IRO:

- *The IRO's role is to monitor, that is keep an overview of the child's case, not just at formal review meetings, but between review meetings as well.*
- *During the reviewing process the IRO has a duty to look at how the child has been looked after and how the care plan is progressing*
- *As the IRO does not have the power to overrule the Local Authority decision making process, there has to be some way of showing that they are concerned about the progress of a child or young person's case or a decision made in relation to a care and support plan. The local authority should have a dispute resolution process by which IRO's can make senior managers in the local authority aware of their concerns, with a view to resolving them. If that internal process does not work, then the IRO may refer to CAFCASS Cymru.*

Independent Reviewing Officers have specific responsibility to escalate concerns about Looked After Children through a dispute resolution process. If the concern cannot be resolved within the line management structure, the process allows escalation to the Chief Executive and ultimately to the Children and Family Court Advisory and Support Service (CAFCASS Cymru) to consider legal action if necessary.

The presentation highlighted the following key updates for 2018:

- The looked after children population as of the end of October 2018 was 882 (an increase from 796 in October 2017). This was a 10% increase.
- There had been an increase in younger children being looked after.
- The number of unaccompanied Asylum seeking children remained broadly the same as the previous year (16 children).
- The number of children who had had 3 or more moves had decreased slightly.
- Timeliness of looked after reviews had reduced slightly (at the time 89.5%) – linked to staffing and a rise in children.
- 130 children were placed at home with parents under a Care Order. A 34% rise.
- There had been an increase to 303 children in out of area placements. Rising from 222 in 2017.

Extracts from the report

“Within the recent Practice Standards and Good Practice Guide developed by the Association for Fostering and Adoption (AFA) Cymru and the Welsh Government for reviewing Looked After Children, it was remarked that “In Cardiff IROs always end the review with celebration of what has gone well and what has been achieved, writing these down so that the child or young person can take them away from the meeting with them”.”

“The IROs have liaised with other Local Authorities and gathered examples of good practice in this area to contribute to effective communication and engagement with Looked After Children. Some examples provided have used apps, phones and other devices with has proved very successful in improving engagement and communication. Early discussions have been held in respect of developing or appropriating an app to engage young people”.

“Next Steps:

- *Initiate recruitment for a temporary IRO position.*
- *Work with Human Resources to address the long term sickness issues.*
- *Embed Signs of Safety across all areas of work.*

- Contribute to overall Safeguarding Action Plan and identify key areas for development.
- Undertake training with IROs around Protocols.
- Prioritise the participation and engagement of children & young people within their Looked After Reviews”.

In response to questions, members of the Committee were advised that the service is fully stretched. The increased workload of IROs is associated with the significant increase in the number of looked after children over the past 2 years. This increase is reflected across the UK, and is due to a combination of factors including poverty, deprivation and neglect. The increased caseload has resulted in a fall in the number of reviews being conducted on time. All extensions to review timescales must be approved by the Operational Manager and this only happens in exceptional circumstances. A pressure bid has been submitted for more IROs to address this.

5. Children’s Services performance report

During the April 2018, July 2018, October 2018, January 2019 and April 2019 meetings, reports were provided for Quarter 3, Quarter 4 of 2016/17, Quarter 1, Quarter 2 and Quarter 3 of 2017/18. The purpose of these reports was to help the Committee to understand the factors that impact on outcomes for children in need, looked after children and consider opportunities for improving outcomes. The format of the reports changed during this year to receiving the reports in the same form as they are presented to the Council’s Scrutiny Committee.

Extracts from the reports

At Quarter 3 2017/18 Children’s Services were projecting a £4.090 million overspend at month 9. This continued to be a challenge, particularly in view of the need to protect children and the associated costs of children being looked after. The anticipated savings shortfall of £867,000 largely related to the phasing of early help initiatives. Also, the savings proposals linked to preventative measures were only serving to restrict further growth (cost avoidance) rather than producing the actual cost reductions that would have been assumed in the budget.

By Quarter 4 performance was mixed, the Assistant Director advised that the Committee could be reassured by the current performance of the service, particularly when taking demand pressures into account. At 31st March 2018, there were 830 looked after children, 83 of whom started to be looked after during the quarter. The decisions to accommodate these children had been scrutinised and the Committee were reassured that the decisions were appropriate.

The Quarter 1 report highlighted that Children Services had received a significant rise in demand up 29% in 2 years. But Cardiff was not an outlier in terms of the proportion of Looked After Children in its population. Performance in respect of timely wellbeing assessments had declined from 71% (367 / 520) in quarter 4 to 66% (503 / 761), reflecting the 46.3% increase in the number of assessments completed (761 compared with 520 in Quarter 4). This was in the context of a 10% increase in the number of contacts requiring assessment (653 in Quarter 1 from 593 in Quarter 4 2017/18). The number of wellbeing assessments that were incomplete at the end of Quarter 1 was 330 from 401 in Quarter 4, of which 34 and 60 respectively were out of time. Close monitoring was continuing to be undertaken in Quarter 2 to attempt to limit the impact of the increase in demand on timeliness of completion. A number of initiatives were being developed.

At quarter 2 it was reported that the following were working well:

- Improving performance in timeliness of Well-being Assessments.
- Good performance in managing sickness absence.
- Positive Care Inspectorate Wales Inspection Report of Crosslands Children's Home.
- The Commissioning Strategy was under development and advanced planning of new residential provision.
- Positive engagement with workforce and partners to understand priorities had occurred.
- A Workforce strategy had been developed
- Decision making panels had been implemented

But managers were worried about the following:

- Levels of agency workforce and variable caseloads.
- High numbers of looked after children and associated pressures on placement provision.
- Low numbers of child protection registrations.
- Numbers of children waiting for adoption 12 months after Order made.
- Fitness for purpose of current staffing structures.
- Low numbers of children looked after returned home from care during the year.

By quarter 3 it was reported that the following were working well:

- Good performance in managing sickness absence – Children's Services are the only service area across the Council exceeding sickness absence targets
- Positive engagement with workforce and partners to understand priorities.
- Workforce strategy developed.
- Care planning and decision making panels implemented.
- Signs of Safety refreshed and embedded – positive Signs of Safety Celebration Event highlighting progress across all Children's Services teams.
- Positive relationship and feedback received from Child and Family Court Advisory and Support Service (CAFCASS) and Judiciary.
- Soft launch of the Prevention Service in Youth Offending Services has nearly doubled the prevention case referrals received.
- Recruitment of agency social workers to permanent positions.
- Developing a more coherent approach to Children Services and working as a team.

But managers were worried about the following:

- Management of demand and complexity of caseloads.
- Over reliance on agency workers.
- High numbers of looked after children and low numbers of children looked after returned home from care during the year.
- Lack of appropriate placement provision and over reliance on independent foster carers
- Low rate of child protection registrations.
- Numbers of children waiting for adoption 12 months after Placement Order made.
- Performance of Independent Reviewing Officer service.
- Fitness for purpose of current staffing structures.
- Oversight of actions from Child Practice Reviews (CPRs).
- Policies and procedures require updating.
- Threat of judicial review in relation to age assessments for unaccompanied asylum seekers.
- Finance system for fostering payments is at end of life and needs supporting.

Plans were in place to:

- Develop a 3 year strategy and implementation plan "Improving outcomes for all our children".
- Deliver a recruitment and retention strategy.
- Implement Early Help Gateway with an emphasis on prevention.

- *Develop the Commissioning and Market Position Strategy.*
- *Create a culture that is strength based, rights based and outcome focused with the child at the centre.*
- *Continue embedding Signs of Safety.*
- *Implement a quality performance framework.*
- *Develop a clear pathway for the “Childrens’ Journey”.*
- *Evidence that all activities make a positive difference to the lives of the children and young people.*
- *Improve oversight of Child Practice Reviews (CPRs) action plans.*
- *Undertake an independent review of Independent Reviewing Officer and Looked After Children’s Services.*
- *Update policies and procedures.*
- *Address age assessments.*
- *Implement the finance module of the current case management system.*
- *Develop local safeguarding arrangements to ensure effective multi-agency working.*

Members noted that the Corporate Parenting Advisory Committee’s Terms of Reference require the Committee to ensure performance monitoring systems are in place, and regularly review performance data to ensure sustained performance improvements in outcomes for Looked After Children, Children in Need and care leavers. They were reassured that performance is monitored on a weekly basis and manager intervention occurs when necessary.

The Committee noted the content of the quarterly reports at each meeting. Among the resulting topics that they discussed was the overspend in the Children’s Services budget and the difficulties in predicting the number of children entering local authority care and therefore requiring spend over a period of time. They also discussed the reliance on agency staff and the national difficulties in recruiting social work staff to full time contracts, and number of referrals from the Police.

6. Complaints & representations report

During the April 2018, July 2018, October 2018, January 2019 and April 2019 meetings, reports were provided for Quarter 3, Quarter 4 of 2016/17, Quarter 1, Quarter 2 and Quarter 3 of 2017/18. The reports summarised complaints, compliments, subject access requests and representations activity, including details of independent investigations, ombudsman investigations, identified themes and learning.

Extracts from the reports

*As at the end of **quarter 3 2017/18** the service was working with 2606 children and young people and of those:*

- *In total, the service received 20 complaints (0.7%), of which, 2 related to Looked after Children (0.07%). None were directly from the young person.*
- *In total, there were received 7 compliments (0.2%).*

*By the end of **quarter 4 2017/18** the service was working with 2787 children and young people and of those:*

- *In total the service received 41 complaints (1.4%), of which, 13 related to Looked after Children (0.4%). 4 were directly from the young person.*
- *In total, the service received 22 compliments (0.7%).*

At the end of **quarter 1 2018/19** the service was working with 2,643 (2,787 in Q4) children and young people and of those:

- In total, the service received 52 complaints (2%), of which, 14 related to Looked after Children (0.5%). 4 were directly from the young person.
- In total the service received 46 compliments (1.7%).

As at the end of **quarter 2 2018/19** the service was working with 2,643 (2,787 in Q4) children and young people and of those:

- In total, we received 40 complaints, of which, 11 (27.5%) related to Looked after Children. 3 (7.5%) were directly from the young person.
- In total, we received 20 compliments.

As at the end of **quarter 3 2018/19**, the service were working with 2,717 children and young people and of these:

- In total, we received 40 complaints, of which, 4 related to Looked after Children (10%). One was directly from the young person.
- In total, we received 32 compliments.

The Committee noted the content of the reports.

Conclusion

2018-19 may be summarised as a year of renewed vigour, building on the process of establishment which begun in the previous post-election year.

During 2018/19 Committee Members engaged in a significant range of activity within and outside of meetings. Members' interest, their accumulation of knowledge and their considered evaluation, began a process of driving forward the Committee's agenda in a more dynamic way. In particular, individual Member activity during the undertaking of the work-streams directed wider sharing of knowledge across the Committee, drove the selection of Committee meeting agenda items, and the selection of destinations for Member visits.

Areas of particular interest to members during 2018/19 were:

- Encouraging the sharing of good practice between schools, to support the wellbeing of children who are or might become looked after.
- Understanding and promoting prevention.
- Reviewing the terms of reference.
- Engaging with and increasing the Corporate Parenting knowledge of Elected Members beyond the Committee.

Moving forward into 2019/20

At the end of the previous year it was expected that the year reported here (2018/19) would be part of the process of establishing a new direction for the Committee, and that by the end of the year the Committee would have a clear vision.

That vision has been articulated by the development of a new terms of reference for the Committee which will be implemented in 2019/20. This provides greater clarity and focus in some specific areas.

Key areas of development for the year ahead

Key areas of development to be taken forward during 2019/20 will be to realign activity to achieve the requirements of the new terms of reference. Specifically:

- Ensuring new **mechanisms are in place to promote the sustained improvements** listed (new terms of reference point b).
- Recommending ways in which more **integrated services** can be developed, with specific reference to the areas now specified (d)
- **Benchmarking and learning from best practice** (f)

Particular emphasis will need to be placed on achieving parts of the terms of reference where there was not sufficient time to address them during the last year. In particular:

- To develop and undertake a programme of **consultation, listening and engagement events** (new point c).
- To develop, monitor and review the **corporate parenting strategy** (new point h) – now that the 2016-19 is coming to an end.

At the end of 2017/18 it was also evident that there was a considerable amount of work that would need to be done both in terms of continuing to receive the volume of information required by the Committee's terms of reference and in progressing the development of the Committee's new work-streams.

Indeed it can be observed from this report that the Committee continued to receive a significant and large volume of information at its meetings.

Key area of development for the year ahead

The Committee decided during the year to request an increase in the number of meetings from four per annum to six to accommodate the volume of work required. This was granted and was implemented from the beginning of 2019/20 year.

Further to the work undertaken at meetings, at the outset of 2018/19 it was hoped the Member-led work-streams would further transform the Committee, from one that was meeting-centred to one where Members are intrinsically involved in service development.

Members, as an outcome of the knowledge they gained in undertaking their work programmes, were more involved than ever in shaping the forward plan for the 2019/20

year. The forward plan, rather than being a cyclic repeat of items annually, shows the continued expansion and development of areas examined by Members, and reflects by virtue of the number of items included, how difficult it is to cover such a wide ranging brief within the relatively short amount of time the Committee has together.

A diagram on the next page depicts the relationship between Committee activity and the terms of reference during 2018-19.

The relationship between Corporate Parenting Advisory Committee activity and the terms of reference during 2018-19



**COUNCIL:****30 JANUARY 2020**

LEADER & CABINET STATEMENTS

1. Leader Statement – Councillor Huw Thomas
2. Cabinet Member, Investment & Development – Councillor Goodway
3. Cabinet Member, Culture & Leisure – Councillor Bradbury
4. Deputy Leader, Education, Employment & Skills
Statement - Councillor Merry
5. Cabinet Member, Finance Modernisation & Performance -
Councillor Weaver
6. Cabinet Member, Housing & Communities - Councillor Thorne
7. Cabinet Member, Clean Streets, Recycling & Environment
– Councillor Michael
8. Cabinet Member, Children & Families – Councillor Hinchey
9. Cabinet Member, Social Care, Health & Well-being –
Councillor Elsmore
10. Cabinet Member, Strategic Planning & Transport –
Councillor Wild

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COUNCIL: 30 JANUARY 2020

STATEMENT OF THE LEADER

Capital Ambition

The new Capital Ambition document, which provides an updated statement of the Administration's priorities and commitments for the remainder of the municipal term from January 2020 to May 2022, was agreed by the Cabinet on 23 January 2020. The key priorities and policy commitments set out in Capital Ambition will now be translated into deliverable organisational objectives as part of the new Corporate Plan 2020-23, which will also include detailed delivery milestones, key performance measures and targets. This will be considered by Scrutiny Committees, Cabinet and Council – alongside our budget proposals for 2020/21 – in February 2020.

Local Government and Elections (Wales) Bill

The Local Government and Elections (Wales) Bill was introduced into the National Assembly for Wales on 18 November 2019. The Bill is a significant and substantial piece of legislation at 176 pages and 683 pages of accompanying documents, including explanatory memorandum and regulatory impact assessment. The Bill is expected to receive Royal Assent by the end of summer 2020, with some provisions being commenced the day following Royal Assent and others being introduced following the local council elections in May 2022.

The various proposals set out in the Bill have been discussed by the Council's Policy Review and Performance Scrutiny Committee, Democratic Services Committee and Audit Committee. I also led the WLGA delegation in giving evidence to the Assembly's Equality, Local Government and Communities Committee on 23rd January 2020. The Council supports the WLGA's position on most aspects of the Bill, but continues to have concerns about the proposals for the regionalisation of economic development, land use planning, transport and education improvement functions through new Corporate Joint Committees.

Cardiff Music Board

The first meeting of the Cardiff Music Board, which I chair, took place on 16th December 2019. Members will be aware that the establishment of a Music Board for the city was one of the key recommendations made in the report produced last year for the Council by Sound Diplomacy. The first meeting of the Music Board also considered the creation of a signature music event and the introduction of musician loading zones following the recommendations made by Sound Diplomacy.

The Music Board has 22 members who have been chosen to reflect the social diversity of Cardiff and these include industry professionals and local stakeholders who will take forward the aspiration for Cardiff to establish itself as an International Music City, covering all genres, at all levels and for all people across the whole city. The Music Board is also tasked with championing the city's music scene, protecting and promoting music from grassroots to established acts, and developing Cardiff's Music Strategy.

I believe that the new Cardiff Music Board can play a significant role in helping to achieve our ambitions for the future of music in Cardiff. The music sector already does a lot for the city, both culturally and economically, but we want to maximise that value and really harness the power of music for the benefit of the city and the people who live, work and visit it.

Western Gateway

The new Western Gateway partnership was launched at ICC Wales in Newport on 1 November 2019. This initiative has been led by the three cities that initially developed the Great Western Cities partnership (Bristol, Cardiff and Newport), but has been expanded to develop a strategic partnership that includes representation from the wider city regions – West of England, Cardiff Capital Region and Swansea Bay. The UK Government also announced a £400,000 in-year commitment from existing budgets as start-up funding to help kick-start the new partnership.

The Western Gateway will assist in promoting and maximising economic growth across South Wales and the West of England to create jobs, boost prosperity and support the world-renowned universities and businesses within the region. It also aims to mirror the successful, established work of the Northern Powerhouse and Midlands Engine and will seek to ensure that the region is globally competitive. The Western Gateway partnership is chaired by Katherine Bennett CBE, Senior Vice President of Airbus who will lead and shape the governance, management and initial priorities for the partnership.

UK Government Hub

I attended an event on 10th January 2020 to mark the completion of the construction of the new UK Government hub, which forms part of the Central Square development. The new building is named Tŷ William Morgan/William Morgan House and is one of 16 UK Government hub buildings currently being created across the UK. The keys to the building were presented formally by the developer, Rightacres, to the new Secretary of State for Wales, Rt Hon Simon Hart MP. Later this year, over 4,000 UK Government civil servants will be relocated to work in the new building.

The Council was heavily involved in securing these jobs for Cardiff and Wales. Over a two year period, the Council lobbied UK Government to persuade them to create a new hub in Cardiff city centre. This included lobbying the Secretary of State for Wales and Wales Office officials; delivering events in London attracting a variety of senior officials from across the civil service; and hosting numerous visits to Cardiff, including visits from the Head of the Government Property Unit, the Permanent Secretary of HMRC and Rt Hon Matt Hancock MP during his time as the Minister responsible for the Government Estate. This was important work as HMRC had a presence in every major town and city and their ambition to rationalise to 16 hubs meant there was stiff competition from all over the UK.

The building that has been delivered is one of the largest office developments ever built in Cardiff. The Council continues to work with colleagues in UK Government to secure a second phase of development, to accommodate more civil service jobs, earmarked for the site adjacent to their new hub building in Central Square.

Councillor Huw Thomas
Leader of the Council
24 January 2020

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COUNCIL: 30 JANUARY 2020

INVESTMENT & DEVELOPMENT STATEMENT

Indoor Arena

Councillors will be pleased to learn that, following the Cabinet decision in December, the acquisition of the Red Dragon Centre at Atlantic Wharf has been completed. This will provide the two organisations currently bidding to develop the arena as part of the on-going procurement process, with the confidence that the Council is fully committed to the project.

As a result, the second key stage (ISOS) of the procurement process is now well underway, with dialogue continuing with two of Europe's leading operators. I remain very optimistic that the procurement process will be successfully completed by the end of March/beginning of April 2020 making way for the delivery of this important piece of infrastructure which will contribute immensely to achieving the *Capital Ambition* commitment to establish the Cardiff Bay area as a premier UK leisure and tourist destination.

Cardiff's Historic Buildings

The Council will be aware that *Capital Ambition* commits the Administration to protecting the city's collection of listed buildings and structures with a focus on ensuring that they are both protected and revitalised, especially those that remain derelict and unused.

The Council has already made significant progress in this area. The former Bute Street station regeneration is now completed with 21 of the 23 business units within the building already let. Councillors will be aware of the decision, last week, to provide support for the completion of the on-going redevelopment of the Coal Exchange via an allocation of loan funding under the Welsh Government Town Centre Loan Scheme. The developer Signature Living has made good progress in a relatively short period of time opening 56 hotel bedrooms and bringing the main exchange hall back into use. The main façade has been fully renovated and a new restaurant has also been opened in recent months. The full scheme will deliver over 170 hotel bedrooms and the Cabinet decision to support this loan will help the developer raise the remaining funds necessary to 'get the job done'.

The next phase of this initiative centres on James Street where I hope to be in a position to bring forward proposals to regenerate Merchant House and the Cory's Building and also the site on James Street adjacent to Mount Stuart School that has

remained derelict for nearly 30 years. The removal of these remaining eyesores from Cardiff Bay is a major priority and longstanding ambition of the Administration.

Job Creation and Job Protection

Councillors will be pleased to learn that, in recent weeks, there has also been some good news to report on the jobs front. The Council has been working with the UK Government Department for Environment, Food and Rural Affairs (DEFRA) for over a year and this week they announced they will be moving their office in Llanishen into the former GE Healthcare buildings at Junction 32 of the M4. They will occupy 9000 sq ft and retain 60 well paid jobs in Cardiff.

DEFRA will be joined by Sure Chill, a high tech businesses specialising in freezing technology, who will be taking 7000 sq ft in the same building.

The Council has also been working with the management team at Monmouthshire Building Society to encourage them to proceed with an investment in Cardiff. The Council will be pleased to learn that the Society has decided to take a property in Queen Street of approximately 9000 sq ft to create a new branch and to provide an expanded back office team working on new products. The business will create 60 new well-paid jobs in the city.

Councillors may well have noticed that Metro Bank has now opened its new store on Queen Street. This represents the Bank's first venture into Wales, creating up to 50 new jobs, and will soon be followed by a new "drive-through" bank on Newport Road, creating a further 20-25 jobs. Both stores will be open 7 days a week.

The investments by Metro Bank and Monmouthshire Building Society represent a significant boost for the retail sector in the city centre and support the further diversification and sustainability of Queen Street.

Finally, the Council will be aware that earlier this month, Her Majesty's Revenue & Customs (HMRC) officially received the keys to their new 300,000 sq ft hub at Central Square and will begin fit-out with a view to being open for business by the end of the year.

Councillor Russell Goodway
Cabinet Member for Investment & Development
24 January 2020

COUNCIL: 30 JANUARY 2020

CULTURE & LEISURE STATEMENT

National Tree Week (23rd November – 1st December 2019)

National Tree Week was established in 1975 by The Tree Council and provides an annual opportunity for organisations to demonstrate a recognition of the importance and value of trees in our towns and cities. I am delighted to confirm that the Council, in partnership with stakeholders of the Parks service, has commenced its annual programme of new and replacement tree planting for the 2019/20 season. The Council is committed to ensuring the vitality of its tree stock and this was marked with our first planting at Bute Park, a new Sorbus, funded through our Trees For Cities Project, in conjunction with Cardiff Civic Society. Over the period of the planting window, I anticipate up to 3,500 new and replacement trees being, subject to grant funding.

APSE Awards 2019

I am delighted to report that Ginny Head, one of our trainees within the Parks service, recently received recognition as the Runner Up in the 'Horticulture Apprentice of the Year' category at the annual Association of Public Service Excellence (APSE) Awards. This is an excellent personal achievement given the level of competition and also underlines the administration's commitment to providing such opportunities. The Council also received an Employer Award in recognition of the provision of a quality training scheme.

GP Exercise Referral Scheme

Cardiff Council recently hosted a delegation from a Community Trust based in Falkirk, Scotland who had been recommended to visit the city to gain a greater understanding of the National Exercise Referral Scheme being delivered by the Council in partnership with Public Health Wales. Our programme in Cardiff is the largest and most successful in operation in Wales and the delegation visited a number of Leisure Centres within the GLL portfolio, viewing a wide variety of referral activities. The delegation were extremely impressed by the professionalism of delivery and the number of clients attending all sessions. In Scotland, local variations of GP referrals are commonplace and the Community Trust will be making representations to decision makers and government having seen the impacts of the scheme in Cardiff.

Cardiff International White Water Centre

During last year's flooding in the Midlands and North West of England, flood emergency teams were called into action to help local communities and save lives. Many of these teams have carried out their flood and rescue training at the Cardiff International White Water Centre throughout the summer. It is pleasing to see that the facility doesn't just provide a great recreational experience for individuals and groups, but also provides a critical role in supporting the Emergency Services throughout the UK.

Cardiff at Christmas

I would like to take this opportunity to thank all our partners and officers who worked so hard to ensure that Cardiff delivered yet another magical Christmas experience for our residents and visitors alike. The Christmas Markets returned to our city centre to further enhance our capital's vibrant Christmas retail offer. Winter Wonderland also returned with a brand new attraction – the Alpine Ice Trail – which enabled visitors to skate on a magical ice trail under the light festooned canopy of trees in Gorsedd Gardens.

Of course, no Christmas in Cardiff would be complete without our traditional ballet and our ever popular pantomime. Cinderella proved a great hit with audiences at the New Theatre, whilst St David's Hall once again played host to the Russian State ballet of Siberia, performing the festive favourites – Coppelia, The Nutcracker and Swan Lake. We were also very honoured that Father Christmas visited Cardiff Castle again this year and he had a very busy schedule full of eager boys and girls waiting to meet him to discuss their Christmas Lists.

Events

At the start of 2020, it is worth reflecting on the considerable work undertaken by our partners and internal events team in sustaining Cardiff's 'event capital' crown during the last year. In 2019, the Council's Events Team worked with partners and promoters to support the delivery of over 50 events as the city welcomed events, including the Homeless World Cup, ICC Cricket World Cup, Urdd National Eisteddfod, Speedway Grand Prix and the first Fair Saturday. We have worked with external organisations such as BBC Wales, BAFTA, Wales Millennium Centre and the Armed Forces and supported events and activities along with other council services such as Cardiff Harbour Authority, Education, Electoral Services and the Protocol Office.

Similarly, this year's events programme will have much to offer residents and visitors alike. Entertainment leaders Nitro Circus and Live Nation have partnered with Visit Wales, Principality Stadium and Cardiff Council to bring Nitro World Games Wales 2020 to Cardiff on the Bank Holiday weekend of 23rd & 24th May 2020. For the first time outside of the USA, Cardiff will welcome more than 100 of the best athletes in sport's most extreme disciplines to compete in freestyle motocross (FMX), BMX, skate and freestyle scooter for the ultimate world champion title. In parallel, officers are working with colleagues in the music, cultural and creative sectors to develop and host our first signature event later in the year. I look forward to sharing further details with members over coming months.

Museum of Cardiff

Last year marked the Centenary of the 1919 Race Riots in Cardiff. Following a clear steer from members of the Butetown community that the Riots should be commemorated and learnt from, the Museum of Cardiff worked with community groups in Butetown to do just that, running an event in June 2019 and securing grant funding from the National Lottery Heritage Fund for its *People of Butetown* project, a collaboration with a group of artists from Butetown. While this project took the Centenary of the Race Riots as a starting point to tell stories of prejudice and racism experienced by the community, it also celebrated the community's resilience and creativity.

The Museum of Cardiff commissioned Gavin Porter to create a documentary film (which also featured music commissioned from Anthony Ward), Kyle Legall to create artwork, Zaid Djerdi to produce a series of photographs and Ali Zay to write a piece of poetry. The results of the project were on display at the Museum in November 2019 and have been taken into the Museum's collection. This project is a good example of the Museum's commitment to supporting communities to tell their stories through their voices and to ensure that Cardiff's untold, ignored or hidden histories are heard. Due to demand, the exhibition is back on display until 26th April 2020.

Councillor Peter Bradbury
Cabinet Member for Culture & Leisure
24 January 2020

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COUNCIL: 30 JANUARY 2020

EDUCATION, EMPLOYMENT & SKILLS STATEMENT

Cardiff 2030 Launch

On 19th November 2019 at City Hall, 'Cardiff 2030: a ten year vision for a capital city of learning and opportunity' was launched. The vision builds on extensive engagement with partners from across the city between January and July last year. The launch event brought together children and young people, school leaders, governors, teachers and partners from across the city to celebrate success since the prior launch of Cardiff 2020, and to focus aspirations for the future. The formal launch was hosted by young people and addressed by the Leader of the Council. There was also a marketplace of best practice in relation to the themes and goals of the vision, and two seminars delivered by Professor Mick Waters.

School Performance 2018/19

Changes to the accountability and assessment framework for Wales reflect a movement away from narrow, high stakes performance measures from Foundation phase through to Key Stage 4 to allow schools to implement changes to the curriculum in light of Curriculum for Wales 2022 and to encourage a broader, context-based experience to engage all learners. For Key Stage 4, several interim performance measures have been introduced for this academic year; and all measures are calculated on the basis of a pupil's first entry in a qualification rather than their best entry as in the past. This makes comparisons over time more difficult.

The overall performance of Cardiff schools has shown notable improvement over the past five years, as evidenced by Estyn inspection outcomes, national categorisation and attainment across all key stages of education. This is demonstrated as follows:

- Cardiff's performance in each of the new measures at the end of Key Stage 4 is above the Welsh average in 2018/19. This compares positively to 2013/14 when all Key stage 4 measures in Cardiff were lower than national averages.
- The proportion of pupils in Cardiff not achieving a recognised qualification is lower than the Welsh average, and is improved on last year.
- The gap in achievement for pupils eligible for FSM and those not at Key Stage 4 is smaller in Cardiff than across Wales. This is similar for the Primary Phase.
- The number of schools categorised as Green has increased. In January 2019, 70 out of 127 schools were Green schools, compared to 65 in January 2018.

The number of Red schools has reduced to two in 2019. 2020 Categorisation will be available on 31st January.

- Performance at Key Stage 5 is strong and results in the headline measures are higher than the Central South Consortium and Wales. Cardiff is ranked first in Wales for three A*-A and 3 A*-C.
- Performance in the Foundation Phase Indicator, Key Stage 2 and Key Stage 3 measures has decreased slightly compared to last year, but is higher than the Wales average in all phases.

Fitzalan High School

This month, an entire class of 30 pupils at Fitzalan High School all achieved A* grades in their GCSE maths. This was especially pleasing as the class took the exam six months early and, nationally, only 14% of pupils gained a top grade. This result underlines the level of expectation, aspiration and quality teaching at the school and I want to congratulate every member of the class on their achievement.

Estyn Inspections

The profile of Estyn inspections of Cardiff schools is strong. Of all schools inspected in the 2018/19 academic year, 76.2% have been judged to be Good or Excellent for Standards or Current Performance. In December 2019, six schools were in an Estyn improvement category. This compares to eight schools in December 2018. Based on all schools' most recent inspection outcomes under the new inspection framework for Standards, or the previous framework for Current Performance, 74% are judged to be Good or Excellent.

Since the start of the new academic year 2019/20, two schools have been inspected with reports published. St Philip Evans Roman Catholic Primary School achieved 'Excellent' in all five areas inspected by Estyn – the highest rating possible. Estyn found the school to be highly successful and nurturing with pupils developing very strong literacy, numeracy and information and communication technology (ICT) skills.

The Hollies Special School also achieved 'Good' in all five areas inspected by Estyn. Estyn noted that nearly all pupils at the school make strong progress and are happy to learn. The school was asked to prepare two excellent practice case studies for Estyn – one on its work in relation to the schools development of a pupil profile assessment tool and, secondly, on their approach to managing curriculum innovation.

Central South Consortium

I can confirm that a new Managing Director of the Central South Consortium has been appointed. Clara Seery will be taking up her post on 1st March 2020. She currently works for the London Borough of Enfield as Head of School and Early Years Improvement.

30th Anniversary of the United Nations Convention to the Rights of the Child (UNCRC)

On World Children's Day on 20th November 2019, pupils at Ninian Park Primary School held a celebration event to mark the 30th Anniversary of the UNCRC as part of the school's progress to become a Gold Rights Respecting School. This was the culmination of 18 months of work at the school, which raised awareness of the importance of the rights of the child to all stakeholders. This month, I have also visited the school to do a question and answer session with the pupils about my role as Deputy Leader – part of their project on being a Cardiff Citizen.

Unicef Rights Respecting Schools Bronze Award

Cathays High School has been awarded the Unicef Rights Respecting Schools Bronze Award. Cathays High School joins over 100 schools that are now registered for this Unicef programme, which contributes to our goal of being a Child Friendly City.

Welsh Government Launch of Anti Bullying Guidance

On 6th November 2019, Radyr Primary School welcomed the Minister for Education, Kirsty Williams AM, to launch the new Welsh Government Anti Bully Guidance. The anti-bullying guidance, which is aimed at governing bodies for maintained schools, local authorities, parents, carers and children and young people, outlines the Welsh Government's expectations for schools to take a proactive approach to prevent and challenge bullying. The Welsh Government has also produced new resource toolkits to accompany the new guidance available, which can be found at: hwb.gov.wales

Ministerial Visit to Ty Gwyn Special School

The Deputy Minister for Social Services, Julie Morgan AM, visited Ty Gwyn Special School on 16th January 2020 to look at a project, which has received substantial capital and revenue investment from Cardiff Council and Integrated Care Fund to respond to the increasing demand for in-county provision for children with autism and complex needs. The project demonstrates the excellent partnership working that is taking place across a range of education, health and social care services.

UK Space Agency Project

A partnership project involving Cardiff Council (Schools e-learning team & Cardiff Commitment), Cardiff West Community High School, Cardiff University's School of Physics & Astrophysics and Bridgend College Computer Science Department has been awarded £40k to develop educational resources by the UK Space Agency. The partnership project will be creating Science and Computer Science teaching and learning resources linked to the launch of the Rosalind Franklin Mars Rover Mission, which is due to launch in July 2020. The resources will be made freely available to schools across the UK via the UK Space Agency website. The award was made on the basis of Space and Mars related resources that were created earlier this year and which are currently available to Cardiff schools via the Cardiff Commitment website.

School Active Travel Plan Programme

The Council will launch the School Active Travel Plan programme on 28th January 2020 at Howardian Primary School in Penylan as part of a Health and Wellbeing event supported by Sustrans Cymru and Welsh Cycling. The School Active Travel Plan programme provides advice and support to all schools in Cardiff so that they can develop an Active Travel Plan specific to their school. It will be supported by new online resources for schools, which include step-by-step guidance and case studies. This forms part of the Council's commitment to ensure that every school in Cardiff has developed an Active Travel Plan by 2022.

The Council has been working with Howardian Primary School to develop their Active Travel Plan and the school has implemented a number of active travel initiatives such as the provision of increased scooter parking, scooter and bike training, as well as a 'Park and Stride' area where parents park away from the school gates and walk to school to drop-off/collect their children. Sustrans Cymru have also supported the school in developing schemes which promote walking and cycling to pupils through their Active Journeys programme. This work aims to reduce traffic congestion around the school and to make the roads safer and less polluted for everyone. The Headteacher at Howardian Primary School has acknowledged that the children's physical and mental wellbeing has improved and they have become more confident and aware of road safety issues.

Music Service

The Music Service brought Christmas alive with concerts across the city, including a big Christmas Celebration at St David's Hall involving over 400 pupils. There was a massed primary school choir of over 200, with pupils from three Cardiff schools – Willowbrook, Meadowlane and Glan-yr-Afon – as well as from Victoria, Fairfield and Dinas Powys schools in the Vale of Glamorgan. I want to extend my thanks to all staff and pupils for a wonderful series of concerts.

Llanover Hall Spooktacular Kids Workshops

Over 75 children aged 5 and above attended Llanover Hall to celebrate Halloween by enrolling on the 3-day Spooktacular from 30th October to 1st November 2019. Over the three days, children had a choice of around 15 workshops to attend, which included Glow in the Dark Ghosts and Ghouls in Clay, Theatrical makeup with a Halloween theme, Broomstick and Bonfire Clay, Spooky Pottery, Lanterns in Clay and Autumn Kites.

Alongside the art and craft workshops, tutor Jamie Lee delivered a Let's Act drama workshop for children aged 7 plus. They all worked very hard and devised a drama production based on the popular 'Goosebumps' book series. This was titled 'The Haunted House on the Hill' and both parents and carers were invited to the performance on the last day. It was fantastic to see such promising talent. Parents who had come along before commented how wonderful it was to see their child's confidence growing through these workshops.

Community Learning Grant

The Welsh Government has recently announced that the Community Learning Grant, which is used to fund Adult Learning courses, will be redistributed across Wales. This means that Cardiff will see a reduction in funding of 50% to £500,000 a year, phased over two years from September 2020.

These courses are targeted to support the most vulnerable in society. They are delivered in the most deprived areas of the city at many locations, including hubs and schools, as well homeless hostels and youth centres. Officers are currently looking at how the service can be provided with reduced funding to ensure minimum negative impact on those who need it most.

Councillor Sarah Merry
Cabinet Member Education, Employment & Skills
24 January 2020

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FINANCE, MODERNISATION & PERFORMANCE STATEMENT

TalentLink Recruitment System

In line with our Capital Ambition objectives around adopting a Digital First approach to Council services and ensuring that our workforce reflects the communities that we serve, the Council has implemented a new recruitment system, TalentLink, which is fully integrated with the Council's HR system, DigiGov. This provides a more modern approach to recruitment through the use of electronic processing and communications. Managers across the Council now have more control over the recruitment process, including the speed of advertising and selection. The system also supports the Council's equalities agenda through the full use of anonymised application forms that puts the Council in line with best practice in removing any unconscious bias from the recruitment process.

CardiffGov Mobile App

By the end of December 2019, the mobile app had been downloaded nearly 21,000 times since it was launched as residents continue to take up new ways of accessing services. In December, the latest release of the app focused on a new design to modernise the visuals and improve usability. This latest release also enabled residents to access the Waste and Recycling A to Z for advice and guidance on how to dispose of household items. An updated version is also being implemented this month, which will allow residents to find out where to pick up waste recycling bags locally or, alternatively, request delivery of waste bags and caddies.

Website and Digital Services

In December 2019:

- 194k people visited Cardiff.gov.uk viewing 678k pages, of which 67.6% accessed the site on a mobile device.
- £2.02million received in online payments.
- 85.8% of free bag/bin requests were made online – this is the highest percentage of online orders to date.
- 7,820 users viewed their Council Tax account online, with 66% of visits being made via the CardiffGov App
- 93.5k waste collection look ups were made online (app and website).
- Over 76% of penalty charge notices were appealed online.
- 310 fly tipping reports made online.
- 495 highway defects reported online, with potholes being the most reported.

- 240 street cleansing reports made online, with litter being the top issue reported.

C2C – Social Media

Over the last calendar year, 12 months ago an average of 11% of all incoming messages on council social media platforms received a response. In December 2019, this had increased to 44% on average and reflects clearly the success of investing C2C resources to enable the use of Social Media as a dual communications channel and not just a mechanism for pushing out council information. Facebook followers increased by 23.56% and Twitter followers increasing by 2.66% when compared to December 2018.

C2C – General

In December 2019, C2C began acting as the First Point of Contact for any queries relating to School Streets pilot scheme, which involves a 12-month trial at five primary school sites in the city where traffic is restricted at school pick up and drop off times to residents only. C2C will be working closely with both the School Streets project team and Traffic Management to manage customer contact and to gather both feedback and user experiences that will help further shape the pilot scheme and inform the potential future rollout of the scheme to other school sites.

Living Wage Capital City

In November 2019 to mark Living Wage Week, Cardiff was recognised as a Living Wage City as part of the new 'Making Living Wage Places' scheme. A group of prominent Cardiff employers has joined forces to form the Cardiff Living Wage Action Group and launched a 3-year action plan to begin 'Making Cardiff a Living Wage City'. The action plan includes increasing the number of accredited Living Wage employers in the city to 150 and increasing the number of people working for accredited Living Wage employers to 48,000 by 2022. The plan also includes encouraging major employers, iconic employers and 'anchor' organisations in Cardiff to become accredited Living Wage employers and supporting small businesses to accredit through the Council's Living Wage Accreditation Support Scheme. There are already over 100 Cardiff Living Wage employers signed up to the scheme.

Health and Safety Support Service for Schools

Following a recent Schools Budget Forum meeting, it has been agreed that funding for the Health and Safety Support Service for Schools initiative will continue for a further two years to July 2022. The service is improving compliance and raising standards of safety across all Cardiff schools and has been well received by Headteachers.

Councillor Chris Weaver

Cabinet Member for Finance, Modernisation & Performance

24 January 2020

HOUSING & COMMUNITIES STATEMENT

Single Persons Gateway Review

I am extremely pleased to announce that the number of people identified as sleeping rough in Cardiff was down to 34, as of 23 January 2020. This has more than halved when compared to previous figures recorded in January 2018 (73) and January 2019 (73) and is the lowest figure for six years. I would like to congratulate the outreach and multi-disciplinary teams for all their efforts in providing support to those sleeping rough in the city. We recognised a need to change the way that we deliver some of our services and I'm pleased that the new arrangements are having a positive impact on people who really need our support.

We are undertaking a strategic review of services for single homeless and vulnerable people in Cardiff. This is in response to the increase in complexity of vulnerable clients in Cardiff and the subsequent difficulties that our accommodation and support providers are experiencing when supporting these vulnerable groups. The review is also needed to respond to the continued high levels of rough sleeping in the city and the projected increase in single person homelessness.

The strategic review is focusing on four distinct areas of work, and we have made significant progress against all four areas:

- **Accommodation & Support:** Using learning from recent research trips to Finland and Glasgow, we have held two working groups with partners to develop a Cardiff-specific model of Housing First. These working groups have analysed the three models of Housing First currently being piloted in Cardiff and discussed the challenges in delivering this model of service, as well as the significant successes of the schemes. This will help us to develop sustainable and expanded schemes going forward. We have also developed minimum standards of emergency accommodation using best practice from across the UK. Much of our newer provision already meets this new standard and we are consulting with partners about how we can implement the new standard across all provision.
- **Assessing & Meeting Complex Needs:** Using learning from visits across the UK and Europe, together with a detailed needs analysis of Cardiff's homelessness population, we are working with partners to develop a new pathway for single homelessness people in Cardiff. This pathway includes a multi-agency assessment and accommodation centre model, ensuring that we can meet the needs of clients with the most complex needs. We are also working with our supported housing providers and Registered Social Landlords to work towards the Welsh Government aim of no evictions into homelessness.

- **Homeless Prevention, Rapid Rehousing and Move-on:** We are expanding our prevention work with single people who are threatened with homelessness and working to rapidly rehouse those who do become homeless. We are working closely with private sector landlords to develop a new leasing scheme that will allow tenants to stay longer in their new homes.
- **Street-Based Lifestyles:** Our Environmental Improvement Group is working with a range of partners from health, criminal justice, waste management and the third sector to help the residents of Butetown with issues in their neighbourhood. A public health needs assessment is in train, which will help us to understand the specific health needs of individuals who are injecting drugs. This will help to reduce the health harms and community impact of public injecting.

The delivery of these four workstreams is being overseen by a strategic partnership board, which I chair. Two board meetings have already been held with the next one arranged for March 2020.

Whitchurch & Rhydypennau Hub Projects

The Cabinet agreed in May 2018 to build upon the success of the Hub Strategy in Cardiff by developing wellbeing services in the North and West of the City. There are a large number of older people living in the North and West of the City and, as a result, there is an identified need to bring together services with a focus on wellbeing, community engagement and independent living via the creation of new Community Hubs.

Funding has been secured from the Welsh Government's Museum, Archives and Libraries division and the Integrated Care fund to transform the existing buildings at Rhydypennau and Whitchurch Libraries and both sites closed earlier this month to enable work to commence. The refurbishment of these sites will include extensions and internal improvements. The extension at Rhydypennau will provide a new community room, an improved entrance, accessible parking and landscaping. The enhancements at Whitchurch will include the creation of a community room, the reinstatement of the original entrance, internal refurbishment and the installation of accessible toilets.

The new Hubs will open by summer 2020 and offer programmes that will support people to stay healthy, independent and active in their communities. This will include the provision of specialist housing advice and access to events and activities which will provide low level therapeutic activities for people to benefit from and enjoy. Work will take place with partner organisations, local groups and volunteers to ensure that the services provided are tailored to the needs of the community and enhance the library services that will continue to be successfully delivered in the new and enhanced buildings.

Welsh Public Library Standards

I was very pleased to receive the assessment from the Welsh Government of the Welsh Public Library Standards. The Standards framework monitors the performance of library services within Cardiff on an annual basis and I am very happy to be able to say that the report overall was a very positive one. Highlights include remaining the most visited Library service within Wales in terms of the numbers of people across Cardiff who regularly visit our Hubs and Libraries, as well as virtual visits from those who access the digital services that are offered. I am particularly pleased to note that the numbers of active library borrowers and members are increasing year on year and this I believe is a reflection of the quality library services that Cardiff continues to deliver.

Cardiff Hubs & Library Service now records the highest number of children's book loans per Capital in Wales and this is supported by a children's literacy programme that delivers events and activities to inspire children to develop their reading skills, including the Summer Reading Challenge of course which this year saw more children completing the full challenge than previous years with over 19 thousand books being read. The report also acknowledges the strong support that Cardiff provides for health and wellbeing including offering a full range of services as well as leading on sector-wide initiatives. Cardiff Hubs & Libraries Service has a lot to offer to the citizens of Cardiff and I am glad that Welsh Government has recognised this within the Library standards assessment.

Transport for Wales Bus Passes

Since Transport for Wales became the administrators of the bus passes process, Central Library hub has helped over 11,000 customers apply via the online process, plus more by post and through advice enabling customers to apply themselves. Cardiff itself has 37,000 applications, which means Central Library Hub has assisted with a third of the city's applications since 11th September 2019. I would like to thank those officers who have provided this support to so many customers, going over and above the call of duty. Central Library Hub assisted Transport for Wales in testing their systems and offered feedback to enable them to resolve many online issues. The team has shown great commitment helping customers become digitally literate, working as a team to support with customers in a friendly and timely manner earned us many positive comments, and recognition in the letters section of the paper.

Smart Meters

Cardiff Council is working in partnership with Smart Energy GB to enable older people in the city to learn about smart meters and the positive changes they can bring. Some of the aims of the project are to encourage over 65s in Cardiff to take up a smart meter, to dispel any myths about smart meters, and to promote other energy saving schemes such as Warm Home Discount and NEST. A number of teams within the council have been briefed about the benefits of smart meters to ensure that we are reaching all our customers. We have also extended this to Housing Associations and partners around Cardiff. Two energy saving bingo events were hosted successfully at Central and Llandaff hubs and officers have, for example, attended coffee morning and community groups to help promote the use of smart meters, to dispel myths about smart meters, and to explain how to use a smart meter using the in-home display screen to monitor energy consumption and reduce energy bills.

Community Safety

As Co-Chair of the Community Safety Strategic Leadership Board with the South Wales Police & Crime Commissioner, I am pleased to update members on some of the progress that has been made in this area over the past 12 months. The Council has worked with colleagues from the Police, Health Board, Probation, the city centre business community and the third sector to significantly strengthen our approach to community safety in the city, and we have identified and agreed a number of priorities aimed at tackling some of our key challenges. Our priorities are:

- City Centre & Street Sleepers
- Violence Prevention
- Prevent & CONTEST
- Locality Based Working

Notable successes include the significant reduction in the number of individuals sleeping rough, which is now at its lowest level for three years, and the number of tents in the city centre. In addition, the launch of the Violence Prevention Unit, introducing a new approach to preventing violent crime, including knife and organised crime, working in partnership with public health.

The Cardiff Community Safety Partnership has also recognised the need to tackle crime in our city's poorest communities. It is for this reason that we have chosen to focus on developing a locality approach in wards with particularly pronounced community safety issues, beginning in 2019 with Butetown and Splott. In these two wards, locality based working groups are working across partners and with the community to identify the issues that matter most to the communities and to develop and implement a range of initiatives to not only tackle crime, but also provide opportunities for communities and young people to make their areas better places to live.

We are also improving links with the Safeguarding Board, Youth Offending Board and Area Planning Board to have a more joined up approach to addressing some of the very complex issues we face in tackling crime and creating safer communities.

We still have lots to do, but I would like to assure members that all partners are committed to working together and we now have strong partnership arrangements in place to make sure that this commitment gets turned into action and, ultimately, improves the safety of our city's communities and the lives of the people of Cardiff.

Councillor Lynda Thorne
Cabinet Member for Housing & Communities
24 January 2020

CLEAN STREETS, RECYCLING & ENVIRONMENT STATEMENT

Pink Sticker Campaign

Residents are being given extra help to recycle properly under a new scheme that will let them know when they put out contaminated waste unsuitable for recycling. This will see bright pink stickers being placed on recycling and garden waste bags or bins by waste collection teams to alert residents that they contain incorrect items. If a pink sticker is put onto a container, residents will have to take their waste back into their property to remove the incorrect items before they put their recycling out again on the next collection date.

The new scheme will promote an improvement in the quality of recycling and composting collected from the kerbside by the Council and will help Cardiff to become one of the best recycling cities in the world. Currently, 20% of waste being put into green bags for recycling contains incorrect materials that hamper the recycling process. The main offenders are dirty nappies, clothes, packaging and food waste. Garden waste is also being presented containing incorrect materials such as watering cans, cardboard, garden furniture and even parts of sheds being placed in green wheelie bins. Although contamination levels are lower at 5%, the new scheme will assist in boosting recycling figures across the city.

As of 17th January 2020, Cardiff residents are now able to order recycling bags and caddy liners via the CardiffGov App.

Electric Pavement Sweepers

Three MaxWind pavement sweepers have been introduced to areas around Cardiff to help improve street cleanliness. The MaxWind is the first and only pavement sweeper in the world to be fully electrically powered. As a result, they produce zero CO₂ emissions, thereby reducing carbon emissions, as well as helping to keep the streets of Cardiff clean.

Lamby Way Solar Farm

Work is now well underway at the Lamby Way solar farm site. The contractors have completed the construction of a security fence around the site and a site compound area has also been established. The main construction phase will commence in early spring and it is anticipated that the 9MW solar farm will be completed and operational before the end of May 2020.

Central Transport Services

In 2019, Central Transport Services (CTS) greatly increased the volume of work being undertaken and completed in the state-of-the-art workshop facility at Coleridge Road in Grangetown.

CTS took over the full maintenance of 43 Refuse Collection Vehicles (RCVs) and 11 Gritting vehicles in January 2019 following the Council's purchase of these vehicles from a supplier that went into administration. This was done in order to safeguard essential services provided by the Council. CTS has since carried out over 4000 hours of maintenance, repair and improvement work on these vehicles. By completing all this work in-house, CTS has saved the Council significant money as previously this would have been outsourced, and charged back to the Council. In addition, by carrying out this work, CTS has been able to introduce better preventative maintenance measures and raise maintenance standards. Vehicle availability has been ensured by introducing a forward workshop on site at Lamby Way and additional technician support when required at busy times.

In addition to the RCV and Gritting vehicle work, CTS has expanded the work offered to internal and external customers. The fabrication section is now due to achieve a record-breaking turnover in 2019/20 as it takes on more work for other Council departments and some private work. The workshop continues to undertake external work by providing MOTs and minor repairs for members of the public. CTS has also taken on 12 new commercial customers and this work involves standard maintenance, MOTs, repairs and chassis washing mainly. The additional work is providing some additional income, which helps to offset overheads and supports the Council's budget savings targets.

Shared Regulatory Services (SRS)

I was pleased to attend the Environmental Scrutiny Committee meeting in November 2019 to discuss the work undertaken by Shared Regulatory Services (SRS) during the last four years. It was a wide-ranging discussion and I am pleased that the Committee recognised the excellent work is undertaken across the city. I was asked by the Committee to bring one issue to the attention of all members and that is our efforts to deter the actions of rogue traders, particularly those who prey upon the most vulnerable in our communities. Members have been provided with a pack outlining SRS activities to safeguard the vulnerable, which includes some materials to deter rogue traders cold calling our residents. I hope members find the pack informative and SRS officers will be at Council to provide more information and materials if required.

Registration Services at Hubs

On 4th November 2019, services went live for the registration of Births and Deaths at the city's Hubs. Take up was slow for the first couple of weeks, but promotion on social media and word-of-mouth has led to them now being very well used, particularly at St Mellons, where customer feedback has been very positive, not least about no longer having to undertake the long round trip to register their new-born children at City Hall. We intend to review the service fully in February/March 2020 and to look potentially at extending service to other hubs.

Registration Services – Online Appointment Bookings

Translation work is currently being finalised to enable the public to book their own registration appointments online in either Welsh or English language. It is hoped that this service will go live in early February 2020 with birth appointments initially and then be extended to include deaths and notices of marriage. Not all appointments can be booked online as they often need a Registration Officer to advise on documents that need to be produced but, where possible, the customer will be able to book the date / time / location convenient to them. Protocols in the new system will ensure that appointments stay within the statutory KPI targets set by the General Register Office (GRO) for England and Wales.

Leave Only Pawprints

The Leave Only Pawprints campaign launched at the end of October 2019. We are encouraging people to report dog fouling via the Cardiff App and there has been a big increase in reporting so far. The Council has also recruited a volunteer ambassador to promote the campaign and are working with Cardiff Dogs Home to sign up further volunteers. There are currently 20 Leave Only Pawprints Champions covering 13 wards across the city.

Cardiff Dogs Home

The dogs at Cardiff Dogs Home had a lovely Christmas with lots of donations of food, toys, blankets and treats from the public. Every dog was taken out twice for walks during the holidays, including Christmas Day and Boxing Day, by the fantastic team of volunteers who also helped provide a full Christmas dinner for every dog at the home. Volunteer numbers are increasing to the point where staff are now having to provide additional inductions in order to meet demand.

The Cardiff Dogs Home 2020 calendar proved to be extremely popular again at Christmas with all 300 copies produced being snapped up. In addition to this, the Christmas Fayre at the Dogs Home raised over £500 and all of these funds will go towards looking after the dogs in our care.

A new Friends Group has also been established who have been extremely active over the last two months and are working well with the service to promote the dogs for rehoming. They are keen to help raise funds and items needed to help benefit the dogs. They are currently going through the process of establishing themselves as a charity, which will provide new funding opportunities for the Friends Group that will also benefit the Dogs Home in the future.

Councillor Michael Michael
Cabinet Member for Clean Streets, Recycling & Environment
24 January 2020

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COUNCIL: 30 JANUARY 2020

CHILDREN & FAMILIES STATEMENT

All Wales Safeguarding Procedures

In September last year, the Deputy Minister for Health and Social Services, Julie Morgan AM, launched the Wales Safeguarding Procedures at the Temple of Peace and Health in Cardiff. The work to develop a comprehensive set of safeguarding procedures was led by the Cardiff and Vale Regional Safeguarding Board on behalf of all Welsh safeguarding boards. The procedures are available to all professionals and the public as an app, which contains full details of the practice guidance for adults and children.

The launch of the procedures took place at the start of National Safeguarding Week in November 2019. The procedures aim to be adopted locally and by other Safeguarding Boards in Wales by April 2020, which allows time for training and familiarisation with the new procedures. Training dates on the procedures will be delivered to professionals over the next few months prior to their full implementation by April 2020.

The culmination of National Safeguarding Week in Cardiff was marked with the Regional Safeguarding Board Awards, at which the contribution of people who have made an exceptional contribution to safeguarding children or adults at risk in the region was recognised.

Cardiff Family Advice and Support

The full launch of the Cardiff Family Advice and Support services took place on 15th November 2019. The event took place at City Hall and was attended by more than 100 representatives from partner agencies who were provided with the opportunity to network and share information about their services with all those in attendance. Two families who have recently benefitted from support from the service were also in attendance and they shared their stories through the use of a case study video. Delegates also heard from Chloe, a young person who was able to share her personal experience about receiving the right support at the right time, and Connor Clarke, a member of the Youth Parliament who participated in recent interviews for Family Help Advisers.

Since the launch of the service:

- 1660 calls have been received by the Gateway, which takes the year total to date to 6884.
- 311 children, young people and their families have been referred to the Family Help team for short term intervention. Of these 44 have successfully completed the agreed family plan, whilst the remainder are receiving ongoing support.

Since April the team have now engaged with a total of 1198 children and young people.

- 155 referrals have been made to Cardiff Parenting for either one-to-one or group support with parenting strategies improving confidence, well-being, resilience and family relationships. The total for the year to date is 404.

Three Police Community Support Officers joined the team at the start of this month and are working with staff in order to develop the Early Help role and to establish links with neighbourhood, response and specialist teams. The additional knowledge and expertise that the officers bring will enhance the support that the service can offer to children, young people and families.

Work is also ongoing with Cardiff & Vale University Health Board to recruit Emotional Health and Wellbeing practitioners who will provide training, advice and support to the teams working with families. The practitioners will also become trusted referrers to specialist health teams such as Child and Adolescent Mental Health and Neurodevelopment teams.

Bright Sparks Awards

I was pleased, alongside Councillor Lister, to attend and introduce the Bright Sparks Awards (Children Looked After own awards) on 15th November 2019. The awards were focused on the appropriate theme of 'Heroes', which provided an opportunity for the children who are looked after to reflect on what and who a hero is. As part of the awards, the young people chose to introduce a Lifetime Achievement Award in 2019 and dedicated the award to a foster carer who has provided an amazing 25 years of service to caring for children and young people. It was really encouraging to hear young people talk of their parents, teachers and caregivers as heroes and to see how they recognised the people who have made a positive impact on their lives. Every year, the Bright Sparks Awards remind us how resilient, talented and remarkable the young people are.

Cardiff Winter Wonderland Event for Looked After Children

Cardiff Winter Wonderland hosted a special event for nearly 250 of the city's Looked After Children, their carers and their families, who were invited to the seasonal attraction to enjoy a morning of skating, rides and refreshments, all on the house. The Council is very grateful for the fantastic care and support our carers provide to some of Cardiff's most vulnerable children and young people and this was a wonderful way to say thank you and give something back, in the true spirit of Christmas.

Cardiff has over 900 Looked After Children and the Council is looking for foster carers from a variety of backgrounds with unique experiences, skills & qualities. There are different types of foster care, including respite (short stay), long-term and supported lodgings. Any potential foster carers can find more information on the Foster Care Cardiff website: (<https://fostercarecardiff.co.uk/>) to learn more about how they can help a young person.

Visit to Crosslands and Ty Storrie with the Lord Mayor

On 17th December 2019, I had the pleasure of visiting Crosslands children's home and Ty Storrie respite home with the Lord Mayor of Cardiff.

At Crosslands, I met with 4 of the 6 young people who are currently looked after at the home and talked to them about their individual Christmas arrangements and the activities that staff had arranged for them over the festive period. It was lovely to see such positive interaction between staff and young people. Staff and young people are very excited about plans to refurbish the kitchen and dining room at the home and I look forward to returning later this year when the renovations have been completed. Members may have seen the Senior Residential Childcare Officer at Crosslands who appeared in the Wales Online article dedicated to those people who worked on Christmas Day. The commitment and regard that Ben has for the young people at Crosslands, which shone through in the article, was very apparent in all of the staff and managers that I met during my visit.

At Ty Storrie, I joined their annual Christmas party celebrations with 12 of the young people who receive respite from the services and their parent and staff. Young people met with Father Christmas and his elf in Santa's Grotto and we all ate lots of cake! All the parents I spoke to were hugely complementary about the service and it was a pleasure to see such positive relationships between staff and the young people and their parents who all joined in the festivities. Ty Storrie provides vital support to parent whilst ensuring that the time that their children spend away from home on respite is lots of fun.

Signs of Safety Annual Celebration Event

In 2016, Children's Services adopted the Signs of Safety model as its approach to working with children and families in Cardiff. This approach focuses on working together with families to support them to find their own solutions to their issues and problems. Good working relationships are key to this, as is the need to recognise the strengths in families, any concerns Children's Services may have, and what we need in place so that we know that children are kept safe, in language that the family understands. Social care staff in Children's Services are working hard to make sure that they use this model in their everyday practice and have been building on their skills and experience.

One way of sharing experiences is by hosting an annual celebration event. This year, 200 social care staff and partner agencies came together on 16th January 2020 to share their experiences of how the tools from the model were used to work with families to support them to achieve their goals. Representatives from Support4Families, the Integrated Family Support team, Youth Homelessness, Adolescent Services, as well as the Safeguarding team presented examples of work undertaken with children and their carers and shared the successes when using the model. The teams also shared how they are using the model in creative and innovative ways to work differently with children, young people and their families to enable real and significant long-term changes to their lives.

Councillor Graham Hinchey
Cabinet Member for Children & Families
24 January 2020

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COUNCIL: 30 JANUARY 2020

SOCIAL CARE, HEALTH & WELL-BEING STATEMENT

Regional Service for Male Victims of Domestic Abuse

Following lengthy consultations with other local authorities across South Wales and Gwent, the regional tendering exercise to establish a bespoke service for male victims of domestic abuse and sexual violence has now commenced. Cardiff will lead the commissioning process on behalf of Cardiff, the Vale of Glamorgan and Bridgend Councils. We are proposing to offer a contract for up to 7 years effective from August 2020.

The service will include the provision of specialist advice, information and signposting; management of Police referrals; provision of supported accommodation; floating support to include assistance throughout court proceedings, and the delivery of therapeutic support. The contract will facilitate the option for the service to be extended should any of the other South Wales and Gwent local authorities wish to purchase elements of the service at a later date.

Stakeholders and service users have been consulted to help inform the service requirements – two consultation workshops took place in April 2018 and May 2019, one with statutory partners and stakeholders, one with other local authorities throughout South Wales and Gwent. A further exercise is planned for February 2020 with current service users to discuss the proposed service model.

Cardiff Learning Disability Services Review

In September 2019, Social Services commissioned Alder Advice, consultants specialising in health, social care and housing, to undertake an independent review of the performance of Cardiff Learning Disability Services, and opportunities to improve. The assessment has evidenced the service has a good record of making service improvements whilst managing a tight financial position in recent years. It also found that a clear vision is embedded throughout the service, ensuring that we offer sustainable support to people that delivers independence, choice and control and helps individuals lead the lives they want.

Alder Advice found that the service is providing cost effective support with good levels of user satisfaction, identifying this is due to the wide range of local community services and resources. They found that the service is innovating well, as demonstrated by the modernised day service offer, supporting planning services and supported living contracts which they felt were examples of national good practice. They also noted that the service has many strengths to build on, which include:

- Effective market management and good relationships with strategic providers
- Financially aware frontline staff
- A commitment to improvement/self-challenge
- An open and responsive culture
- A clear vision and strategy to achieve it
- Strong value base at all levels
- Strong/capable management with a track record for delivery
- Effective working between operations & commissioning
- Good relations with NHS commissioners

Alder Advice have given the service very helpful feedback on opportunities to improve further, ensuring citizens are offered the most effective support we can.

Adult Services have been working extremely hard during 2019 to introduce and embed strengths based practice. This way of working ensures a focus on what matters to the people that the service works with and those important to them. Together we explore people's strengths, networks and local community options to support people to meet personal outcomes and be included in their communities. The training programme is very intensive requiring all staff to attend three days training to enable culture change across the directorate. The courses will continue to run until July 2020.

The Learning Disability social work teams are one of the first cohort to complete their training and embed mentors. Staff attend action learning sessions weekly to support best practice. Feedback from staff has been very positive and they report being far more focused on people's strengths, coping mechanisms, outcomes and on positive risk assessment.

Registration of Domiciliary Care Workers

The registration of Domiciliary Care Workers brings recognition and support to those staff. It also gives people receiving care, and their families, the confidence that a care worker has the skills and qualifications to do their job in a professional, compassionate manner. It also means that people can stay at home, safely and workers get support and recognition.

The Council is working with the domiciliary care agencies, as well as with our internal staff, to promote and enable registration. We are working closely with Cardiff and Vale College and Social Care Wales to enable registration to be attained as soon and as easily as possible. There are 630 currently undertaking a qualification that will allow registration with Social Care Wales. This includes residential care staff, for whom registration will become compulsory in the future. 1,320 staff in Cardiff are registered with Social Care Wales (SCW), which accounts for 85 % of the current workforce. This is the third highest percentage achieved in Wales to date.

The Regional Workforce Planning Board is monitoring and advising on registration uptake and emerging issues via a risk assessment process (SBAR – Situation, Background, Assessment, Recommendation). Fortnightly monitoring meetings with senior managers in Social Services are in place to ensure progress and to forward plan. There has been a rapid increase in registration as the deadline of 31st March 2020 approaches. We are confident that most will now meet this deadline.

Independent Living Services at Hubs

Investment in hubs in the north of the city will enable Independent Living Services to further enhance services to older residents, aiming to support their independence and connections to the community. The team intends to actively work with new and existing groups in the area, utilising the hubs for stay-steady fitness groups and weekly get-togethers over a cuppa as well as providing talks on local interests. It is also intended to provide demonstrations on equipment that could be used to support people to make their day-to-day tasks simpler, as well as continuing the existing work that Independent Living Services undertake with local schools to develop more intergenerational activities and learning. The team intends to have visiting teams working in geographical areas linking in with local GP practices, utilising the hubs as a drop-in work base, which will further enable officers to get to know the community on a one-to-one basis, finding out what matters to them and building links with the GP clusters.

Goodgym

I was delighted that Goodgym Cardiff & Vale achieved national recognition for their great work across the city by winning the Getting Wales Active Award at the Wales Sport Awards in December 2019. Goodgym – a community of runners who combine getting fit with doing good – launched in Cardiff in May 2017. Through a unique approach to building community cohesion, promoting fitness and reducing social isolation, Goodgym members will stop off on their runs to do physical tasks for community organisations and to support isolated older people with weekly social visits and one-off tasks they can't do on their own.

I took the opportunity to meet with Goodgym's national Head of Business Development in December to discuss how the relationship between Goodgym and Cardiff's public services can be enhanced to deliver more for the people of Cardiff and support more individuals into physical exercise and voluntary activity. I look forward to working with council officers, Health partners and Goodgym to develop this partnership and identify opportunities to make Cardiff a more connected, caring, collaborative and active city.

Councillor Susan Elsmore
Cabinet Member for Social Care, Health & Well-being
24 January 2020

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STRATEGIC PLANNING & TRANSPORT STATEMENT

Clean Air Plan

Following submission of our revised final Clean Air Plan, the Welsh Government confirmed on 20th December 2019 that they fully approved the revised plan. This, together with funding of £21m for the Plan, was announced publicly by the Minister for Environment and Rural Affairs, Lesley Griffiths AM, on 10th January 2020.

The main aspect of the Clean Air Plan will be the implementation of the City Centre improvements. Work has commenced on these projects with the contract for Phase 1 (Central Square) set to be awarded this month. Enabling works will commence on site in March 2020 with full site works commencing in July 2020. The subsequent phases will then continue around the City Centre and be managed and phased to keep disruption to a minimum.

Work is ongoing with the other measures. In terms of the bus retrofitting, the Council is working with Welsh Government as the scheme falls under State Aid Rules. It is hoped that this will progress from the start of April 2020 and we are working with the main bus operators to progress this scheme.

The revision to the Taxi Licensing Policy is a sensitive matter and we are working directly with the taxi trade to ensure that the implementation of the revised policy and the awarded £1.8m is best used to support drivers in Cardiff. It is hoped that the revision to the policy will be approved early in 2020, with the grant scheme also going live to encourage and support drivers to switch to Ultra Low Emission Vehicles.

To demonstrate the effectiveness of the measures, additional real-time air quality monitoring will be implemented in the City Centre. This will include 1 full real-time station on Castle Street and an additional 5 real-time indicative monitors.

Business Healthy Travel Charter

On 23rd January 2020, I was delighted to be part of the launch of the Business Healthy Travel Charter for Wales at an event hosted by FOR Cardiff. The Charter has been developed between businesses in Cardiff, FOR Cardiff and the Cardiff & Vale Local Public Health Team. The development of the Business Charter follows the successful launch in April 2019 of the Cardiff Public Sector Healthy Travel Charter, with other charters currently in development.

Businesses signing up to the Charter are making a public commitment to reduce their environmental impact and make it easier for their staff, customers and clients to walk, cycle, take public transport and use Ultra Low Emission Vehicles.

Local Development Plan

Consultation on the Draft Local Development Plan (LDP) Review Report & Draft Delivery Agreement was launched on 14th January 2020 as the Council has a statutory duty to review the LDP four years after plan adoption. The Draft Review Report provides an overview of the issues that have been considered as part of the LDP review process. This process must determine the revision procedure to be followed – specifically, whether to undertake a short form revision or full revision, which would require the preparation of a Replacement LDP. It concludes that the preparation of a Replacement LDP (2020 to 2035) is considered the most appropriate option.

The Draft Delivery Agreement provides details of the various stages involved in the plan-making process and the time each part of the process is likely to take. It also sets out the way in which the Council proposes to involve the local community and other stakeholders in the preparation of a replacement LDP. Feedback on the consultation will be reported back to Council in spring 2020.

Senghennydd Road Cycleway

This first section of Cardiff's Cycleway network was officially opened on 7th January 2020, when councillors, officers and active travel groups were joined by the Deputy Minister for Economy and Transport, Lee Waters AM, on a celebratory ride of the new route. This was followed by a reception at the Sherman Theatre where concept designs for forthcoming construction projects were on display, including the next phase of cycleway that will continue onwards from Senghennydd Road along Cathays Terrace, Whitchurch Road and Allensbank Road to connect with the University Hospital of Wales.

School Streets Pilot Launched

The School Streets pilot scheme was launched on 16th January 2020 at Lansdowne Primary School in Canton. Five primary schools have been chosen to take part in the pilot scheme and each of the schemes will be monitored over an 18-month period with a view to rolling out the scheme city-wide.

As part of the scheme, roads leading to/from the schools will be closed to non-residents at the start and end of the school day between 8.30am and 9.15am in the morning and 2.45pm and 3.45pm in the afternoon. There will be no road closures at weekends, during school holidays or on school inset days. People living on the streets will continue to have normal access to their homes. Blue Badge holders will also be unaffected by the closures.

The five schools taking part in the pilot scheme, and the roads being closed, are:

- Lansdowne Primary School – Norfolk Street;
- Llandaff Church in Wales Primary School – Hendre Close;
- Pencaerau Primary School – Cyntwell Avenue;
- Peter Lea Primary School – Carter Place; and
- Ysgol Gymraeg Melin Gruffydd – Davis's Terrace and Glan-Y-Nant Terrace.

Councillor Caro Wild
Cabinet Member for Strategic Planning & Transport
24 January 2020

**CYNGOR CAERDYDD
CARDIFF COUNCIL**



COUNCIL:

30 JANUARY 2020

CARDIFF BUS – REAPPOINTMENT OF INDEPENDENT NON-EXECUTIVE DIRECTORS

REPORT OF THE CHIEF EXECUTIVE

AGENDA ITEM:

Reason for this Report

1. To reappoint two Independent Non-Executive Directors to Cardiff Bus.

Background

2. Cardiff City Transport Services Limited (otherwise known as ‘Cardiff Bus’) is a private company limited by shares and is wholly owned by the Council. Cardiff Bus was constituted as a Public Transport company within the meaning of Section 72 of the Transport Act 1985 and the main purpose of the company is to carry out the business of a public transport company.
3. The appointment of Directors to the Board of Cardiff Bus is governed by (i) the Company’s Articles of Association (‘the Articles’) and (ii) legislation. Of particular relevance to Cardiff Bus is the Transport Act 1985 (‘The 1985 Act’) and regulations made thereunder.
4. The Board of Cardiff Bus currently comprises eleven Directors and there is also a Company Secretary. Four of the Directors are full-time employees of Cardiff Bus, three of whom hold responsibilities for the management of Cardiff Bus and are classified as Executive Directors. The fourth employee is appointed to the Board as a representative of Cardiff Bus employees.
5. The Council took the decision on 29 November 2018, subject to amendments being made to the Company’s Articles, to allocate two Non-Executive Director positions for the appointment of independent persons to the Board of Cardiff Bus who are neither Elected Members of the Council nor employees of the Council or the Company.
6. As a result, the Council currently nominates five Councillors as Non-Executive Directors of the Company and no more than two Independent Non-Executive Directors to the Board of Cardiff Bus. In accordance with good practice in terms of corporate governance, the two Independent

Non-Executive Directors supplement the expertise of Board members, providing constructive challenge and holding management to account.

Issues

7. The Council also took the decision on 29 November 2018 to delegate authority to the Corporate Director Resources, in consultation with the Cabinet Member for Finance, Modernisation & Performance, to procure two appropriately qualified individuals to serve as the interim independent Non-Executive Directors. This process resulted in the appointment by the Council of Sian Davies and Linda Phillips as Independent Non-Executive Directors of Cardiff Bus on an interim basis for a 12-month period, subject to the required amendments to the Company's Articles being made. Their current interim term of office is due to end on 13 February 2020.
8. The Council further agreed on 29 November 2018 that, prior to the end of the interim 12-month period, a public appointment process would be undertaken for the two Independent Non-Executive Director positions by way of public advert, shortlisting and interview. The Council also delegated authority to the Director of Governance & Legal Services and Monitoring Officer to carry out the public appointment process in 2019/20 for the two Independent Non-Executive Director positions and to oversee the shortlisting and interview process for the appointments based on the establishment of a politically balanced Member Appointment Panel.
9. Due to a challenging period of transition and change for the Company, it is considered prudent to postpone the public appointment process to allow for an appropriate settling in period. Both of the Independent Non-Executive Directors have played key roles in the development of the business during the past 12 months; and have provided vital support, alongside the other board members, to the newly appointed Managing Director. Given the desire to provide continued stability to the Company's Board, any changes to the existing interim appointments at the present time would be neither appropriate nor desirable.
10. It is therefore proposed that the two Independent Non-Executive Director interim appointments should be extended for a further 12-month period to enable both individuals to continue to contribute their respective skills and expertise to the work of the Board and Company. This proposal is supported by both the Company's Chair and new Managing Director who recently took up post on 1 January 2020.

Financial Implications

11. All remuneration and expenses payable to the Non-Executive Directors are the financial responsibility of Cardiff Bus.

Legal Implications

12. The legal advice has been set out previously in the report to Council dated 29th November 2018 and remains relevant.

13. The appointment of any individuals to serve on an outside body is a Local Choice function under the Local Authorities (Executive Arrangements) (Functions and Responsibilities) (Wales) Regulations 2007. The Council has determined that responsibility for this function (save for specified exceptions) shall rest with Full Council.

RECOMMENDATION

The Council is recommended to approve the reappointment of Sian Davies and Linda Phillips as independent Non-Executive Directors of Cardiff Bus on an interim basis for a further 12-month period.

PAUL ORDERS

Chief Executive

24 January 2020

Background Papers

- Council Report, 29 November 2018: Cardiff Bus – Appointment of Independent Non- Executive Directors
- Officer Decision Report, 13 February 2019: Cardiff City Transport Services Limited (Cardiff Bus) – Procurement and Appointment of Independent Non- Executive Directors

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COUNCIL:

30 JANUARY 2020

REPORT OF THE DIRECTOR OF GOVERNANCE & LEGAL SERVICES

COMMITTEE APPOINTMENTS

Reason for Report

1. To receive nominations and make appointments to current committee vacancies as set out in the report and in accordance with the approved allocation of seats and political group wishes.

Background

2. The Annual Council 23 May 2019 established the Committees and Panels of the Council and their composition. The seats allocated to political groups on each committee were calculated in accordance with political balance, and nominations were received for each committee from the political groups.
3. In accordance with the Welsh Audit Office Statement of Action P3b (report March 2016), Membership of Committees is a standing item on monthly Group Whips meetings and Full Council, as appropriate.

Issues

4. The Annual Council 23 May 2019 received nominations to committee seats. Not all seats were filled and the vacancies that remain are as follows:

Committee	Vacancy	Group
Audit Committee	2 vacancies	2 x Labour
Corporate Parenting Advisory Committee	2 vacancies	1 x Conservative 1 x Liberal Democrats
Licensing Committee	1 vacancy	1 x Conservative
Public Protection	3 vacancies	2 x Conservative 1 x Cardiff West Independents
Policy Review & Performance Scrutiny	2 vacancies	1 x Labour 1 x Cardiff West Independents

Committee	Vacancy	Group
Community and Adult Services Scrutiny Committee.	1 vacancy	1 x Labour
Environment Scrutiny Committee	1 vacancy	1 x Conservative
Employment Conditions Committee	1 vacancy	1 x Conservative

5. Further nominations to fill existing vacancies received from political groups prior to Full Council on 30 January 2020 will be reported on the amendment sheet.

Legal Implications

6. The Council is under a duty to make appointments to Committees, in accordance with the approved allocation of seats to political groups, so as to give effect to the wishes of the political groups (pursuant to Section 16 of the 1989 Act).

Financial Implications

7. There are no financial implications directly arising from this report.

RECOMMENDATION

The Council is recommended to appoint to the vacancies on Committees in accordance with the approved allocation of seats and Party Group wishes, as set out on the Amendment Sheet.

DAVINA FIORE

Director Governance and Legal Services

24 January 2020

Background Papers

Annual Council Reports and Minutes 23 May 2019

Report and Minutes of Council 20 June 2019

Report and Minutes of Council 18 July 2019