

## WRITTEN COUNCIL QUESTIONS: COUNCIL, 19 DECEMBER 2013

### COMMUNITIES, HOUSING AND NEIGHBOURHOOD RENEWAL – WRITTEN QUESTIONS: COUNCIL, 19 DECEMBER 2013

W1	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR McEVOY</u></b></p> <p>Who is in ownership of the anti-social behaviour (ASB) database in Cardiff? For clarity, which legal entity is registered with the Information Commissioner?</p> <p>Is hearsay held on the ASB database?</p> <p>Who can access the ASB database?</p> <p>What is the data dictionary of the ASB database?</p> <p><b><u>Reply</u></b></p> <p><b>1. Who is in ownership of the anti-social behaviour (ASB) database in Cardiff? For clarity, which legal entity is registered with the Information Commissioner?</b></p> <p>The Anti Social Behaviour Information Technology (ASBIT) database is owned equally by South Wales Police and the seven local authorities within its administrative boundaries (Bridgend; Cardiff; Merthyr Tydfil; Neath Port Talbot; Rhondda Cynon Taff Swansea and Vale of Glamorgan). South Wales Police is responsible for the day-to-day administration of the ASBIT database.</p> <p><b>2. Is hearsay held on the ASB database?</b></p> <p>No, hearsay is not held on ASBIT.</p> <p><b>3. Who can access the ASB database?</b></p> <p>The only persons who can access the database are those who have been authorised and provided with an account by the South Wales Police ASB Administrator. Authorised persons must be vetted to at least NPPV (Non Police Personnel Vetting) Level 2 by South Wales Police.</p> <p><b>4. What is the data dictionary of the ASB database?</b></p> <p>Data held on the database covers:</p>
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	<ul style="list-style-type: none"> <li>• The record of the incident (e.g. what type of incident, when, where)</li> <li>• The records of people involved in the incident and their relationship to the incident</li> <li>• Any letters sent as a result of the incident</li> <li>• Any actions taken as a result of the incident</li> <li>• Repeat victims</li> <li>• Look up tables (e.g. csp, agency, gender, letter type, occupation)</li> <li>• Messages passed through the system by system users.</li> </ul>
W2	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR McEVOY</u></b></p> <p>Which bodies fund the Cardiff Safety Partnership or Safer Capital Partnership or Cardiff Safer Capital Fund, by how much and to whom is the Partnership ultimately accountable?</p> <p><b><u>Reply</u></b></p> <p>The Cardiff Partnership is responsible for community safety in the city and brings together Cardiff Council, South Wales Police, Cardiff &amp; Vale University Health Board, South Wales Fire &amp; Rescue Service, Wales Probation Trust and Cardiff Third Sector Council.</p> <p>The Cardiff Partnership is accountable to the individual partner organisations and also reports on performance to the Welsh Government and, in the instance of community safety, to the Police &amp; Crime Commissioner.</p> <p>The Partnership is supported through individual organisational activities and services and through grant funding from the Police &amp; Crime Commissioner's Community Safety Fund (£148,985 per annum) and Youth Offending Service Grant (£78,662 per annum) and also the Welsh Government's Domestic Abuse Services Grant (£284,500 per annum).</p>

**EDUCATION AND LIFELONG LEARNING – WRITTEN QUESTIONS:**  
**COUNCIL, 19 DECEMBER 2013**

W3

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER**

What is your reaction to the recently published PISA results?

What implications do they have for Cardiff and how will they influence the improvement aspirations you have expressed but not yet delivered?

**Reply**

In Wales, a total of 137 schools took part in the Programme for International Student Assessment (PISA) 2012 and pupils sat booklets in English or Welsh. The main focus for PISA 2012 was mathematics, with science and reading as minor domains. As individual schools were approached directly, we do not know the number of Cardiff schools that participated in the exercise (if any).

The PISA report notes that pupils in Wales are better able to overcome disadvantage and achieve scores higher than predicted by their background when compared with some other OECD countries. It further explains that where statistically significant differences between countries are found, these may be the result of a great number of factors.

However, the data for some of these factors were not collected in the PISA survey. Therefore, the survey results are only able to explain the reasons for differences between countries to a limited extent. For example, differences in school systems and educational experiences in different countries could play a part, but so could a wide range of different out-of-school experiences.

As a result, this means that PISA is not a test of school effectiveness. This is something that has been acknowledged by Andreas Schleicher, the senior OECD official who runs PISA, who said in an interview last year that:

*“There are many different forms of students’ work – school is one, but it can be private tutoring, it can be learning reading outside school with parents and we should look at this holistically”*

Nevertheless, it is clear that the PISA results for Wales are disappointing and we will continue to work with the Welsh Government, the Consortium and our schools to help secure improvements in educational attainment and standards both in Cardiff and Wales as a whole.

W4

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER**

Will you confirm the days and frequency of road sweeping visits to Lisvane?

Will you provide me and other affected members with full details of the new regime and proposed routes to be cleaned?

Will you also consult us about such arrangements so that local knowledge and preferences can be listened to?

What proposals are in place for cleaning leaf covered footways?

**Reply**

As was confirmed to you and other Members in my e-mail of 3 December 2013 (and which was also set out in the report entitled 'Cardiff Outdoors Project – Street Cleansing' that was considered by Cabinet on 9 December 2013), street cleansing resources have been increased significantly in Lisvane specifically as follows:

- Shop fronts – daily;
- Litter picking by Transit Team – Wednesdays;
- Sweeping by Small Mechanical Sweeper – Mondays; and
- Sweeping of main roads by a Large Mechanical Sweeper – alternate Fridays.

Close monitoring for improvement will be undertaken as for the rest of the city. As identified in the report that was considered by Cabinet on 9 December 2013, the fundamental underlying philosophy behind these initial changes is the need to move to a 'needs based service' that focuses resources efficiently upon those areas that require the most cleaning activity, rather than continuing with the historic approach which has tried, unsuccessfully, to clean every street across the city on a weekly basis to a common standard.

This 'needs based service' approach is in accordance with the Code of Practice for Litter and Refuse and Associated Guidance 2007 (Welsh Assembly Government), which recognises that the emphasis should be "*.....on the consistent and appropriate management of an area to keep it clean, not on how often it is cleaned.*" This means that cleansing resources will not be seen in all streets every week, but will be deployed where they are most required in each Ward. This will be determined by the knowledge of the front line teams, supervisory staff and also by comments and requests received from Members and other stakeholders.

You will be aware from my e-mail of 11 December 2013 that consultation on the draft Community Litter Plan is ongoing. Members and other stakeholders have the opportunity to feedback comments regarding the draft plan or related matters through this process. In addition, Members are, of course, welcome to provide feedback regarding the new arrangements via the Member Enquiry Line. Alternatively, Members who wish to log a request for service via the Intranet can use the Member Enquiry Capture Form and will be able to track the progress of their request on the system.

As I advised at Council in November, this new approach is not a trial, but a positive step towards improving the way in which the Council manages adopted highway areas across the city. Clearly, with any such changes, in the light of operational experience and stakeholder feedback, some subsequent adjustments may need to be made to the deployment of resources.

Finally, regarding leaves, pedestrians and other road users do need to take appropriate care where leaf fall is on the ground as the Council is unable to collect all leaf fall from all adopted highway areas across the city.

Leaves will be cleared as much as possible by the teams during their normal cleansing rounds. However, as the removal of litter and waste from Cardiff's streets is prioritised, the teams will focus on this before attending to the sweeping of leaves, where capacity allows. Consideration is being given to change this focus for the period of November and December each year. This will, of course, be dependent upon each area's requirements and supervisors will be monitoring those streets known to be heavily affected by leaf fall and will determine operational priorities based on their observations. However, currently as in previous years, teams will be diverted from their normal cleansing rounds for parts of their working day in order to undertake some dedicated leaf fall collection work in the identified priority areas.

W5

**WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER**

It is understood that you have looked at studies comparing efficiency, manning and costs of waste collection provision in comparable cities and compared them with Cardiff's performance. Will you set out this comparison, including the collection data on all types of waste, in your response (or circulate it by email) so that councillors can share the insights provided by this data?

**Reply**

As was stated in the report entitled 'Cardiff Outdoors – Efficiencies, Cost Savings, and Operational Improvements', which was considered by Cabinet in July 2013, the significant and unprecedented financial pressures now faced by the Council mean that performance and efficiency are critical to service delivery.

In respect of the collection of waste and street cleansing, best practice performance measures and efficiency models against other comparable councils are currently being collated and analysed. Some of the results are quite startling and, once finalised, I will arrange for a summary to be provided to Members through an appropriate future Cabinet report.

I understand that colleagues on the Environmental Scrutiny Committee are also reviewing other councils' delivery models. When that task and finish group report is presented to Cabinet in the future, we will respond accordingly.

**SPORT, LEISURE AND CULTURE – WRITTEN QUESTIONS:  
COUNCIL, 19 DECEMBER 2013**

W6	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER</u></b></p> <p>Staff at Leisure Centres have been briefed to expect radical changes to the structure and funding of leisure provision. Will you now also brief councillors so that we can understand your thinking on the future of these centres and set out the timetable for announcements on this important matter?</p> <p><b><u>Reply</u></b></p> <p>You will be well aware of the current financial challenges facing local government and also of the Council's own budget setting process. No decisions will be made on specific budget proposals until the Council meeting on 27 February 2014. Budget proposals will also be subject to consultation and consideration by the Council's Scrutiny Committees in advance of that meeting.</p>
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**STRATEGIC PLANNING AND TRANSPORT – WRITTEN QUESTIONS:**  
**COUNCIL, 19 DECEMBER 2013**

W7	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BRADBURY</u></b></p> <p>Could the Cabinet Member look into designating the area around Mary Immaculate/Caerau Lane down the hill to Heol Trelai a 20mph zone for the safety of the pupils of Mary Immaculate and those residents who live there?</p> <p><b><u>Reply</u></b></p> <p>I am advised that Mary Immaculate High School has a school safety zone. You will also be aware that traffic calming measures (speed cushions) are currently in place along Caerau Lane from the school down the hill to Heol Trelai.</p> <p>I can confirm that an investigation by officers into speed concerns on Caerau Lane is currently ongoing and I would be happy to discuss the findings of this exercise and any specific concerns with both you and Councillor Simmons in due course.</p>
W8	<p><b><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WALKER</u></b></p> <p>The authority seems to be moving away from road narrowing as a means of traffic calming in favour of speed reducing platforms. Existing single vehicle passage road narrowing schemes continue to cause traffic tail back. What are your plans to replace such schemes with alternatives which allow traffic flow whilst reducing speed?</p> <p><b><u>Reply</u></b></p> <p>We have plans to continue the programme of replacing priority narrowings with two-way tabled narrowings. These will maintain reduced speeds, while still allowing the smooth two-way flow of traffic. However, these plans are subject to funding provision and, to date, we have only been able to replace narrowings at approximately four locations within the city over a two year period. I can confirm that we are prioritising those locations which are on distributor roads and which are also busy bus routes.</p>