



DINAS A SIR CAERDYDD
CITY AND COUNTY OF CARDIFF

COUNCIL SUMMONS

THURSDAY, 21 JUNE 2018

GWYS Y CYNGOR

DYDD IAU, 21 MEHEFIN 2018,

SUPPLEMENTAL PAPERS

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County Hall
Cardiff
CF10 4UW

Friday, 15 June 2018

<i>Item</i>		<i>Approx Time</i>	<i>Max Time Allotted</i>
27	<p>Written Questions (Pages 3 - 16)</p> <p><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></p>		

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COUNCIL, 21 JUNE 2018 : WRITTEN QUESTIONS**CLEAN STREETS, RECYCLING AND ENVIRONMENT**
(COUNCILLOR MICHAEL MICHAEL)

W1	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>I have previously passed on concerns from residents that the waste collection email reminders they can sign up for via the council's website are sent out too late in the evening, at around 8.30pm or 9pm. Can this please be looked at, so the emails are sent out earlier when people wish to start putting their waste out for the following day's collections?</p> <p><u>Reply</u></p> <p>When the email reminder system was developed, we had to consider the potential impact on the Council's core email system. There was a risk that it could have been negatively affected, should emails be sent on mass. As a result, it was set up so that emails are sent out each second, from 4.30pm. Now we have over 14,000 active subscribers, this does mean that some reminders may be received later in the evening.</p> <p>Officers are working with colleagues from ICT to see if improvements can be made so that reminders can be sent out earlier in the evening. In addition, subscribers to the service will soon be able to set their own time preference for their reminders, as well as being able to send push notification reminders via the new corporate app which is nearing completion. Further updates will follow in due course, but I want to assure you that we do take customer feedback on board, as was demonstrated recently by setting the Tidy Text reminder to be sent at an earlier time.</p>
W2	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></p> <p>Will the council consider requiring all licenced taxis to have bike racks installed to promote active travel as the default option for more daily journeys?</p> <p><u>Reply</u></p> <p>There is nothing in the current taxi licensing conditions to prevent drivers/operators installing bike racks onto their vehicles, as long the installation is done safely and does not present any hazard.</p>

To mandate such a condition would place a financial burden upon drivers/operators and there does not appear to be a demand for this facility. As a result, imposing a condition in such circumstances might be seen as disproportionate.

W3

WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD

Graffiti appears to be increasing across the city in recent months. Does the council monitor incidence of graffiti, and if so, does the data reflect this concern?

Reply

Figures show that the number of reported graffiti incidents have decreased when looking at the period from January to May over the past three years:

Year	No. of Reported Incidents (Jan-May)
2016	668
2017	433
2018	395

However, there has been an increase in the incidents reported within the city centre area, which includes the subways located near to City Hall and street furniture such as utility boxes.

Officers have reviewed these figures and noted that the amount of the graffiti and the length of time taken to deal with each incident has increased slightly. This would suggest that each incident has a larger amount of graffiti present. In addition, some of the locations where graffiti has been reported have been more difficult to reach and, therefore, it may have taken longer to remove the graffiti.

A joint project by Housing operatives and the Waste Management Blitz team is currently being carried out. Areas throughout the city will also be targeted for street scene cleansing in general.

W4

WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD

Does the council support 'Lucy's Law' to ban third party sales of puppies?

Reply

The 'Lucy's Law' campaign is calling for an immediate ban on the sale of puppies by pet shops and other third party commercial dealers. The aim is to make puppies available only from rescue centres or reputable breeders where the puppies are always seen with their real mothers.

In England, the Westminster Government has issued a call for evidence earlier this year on the effects that the introduction of such a ban may have in order to support any future decision on this matter. We await with interest the outcome of that consultation exercise which closed last month.

The principles underpinning "Lucy's Law" appear to have merit and I welcome the announcement made earlier this week by the Cabinet Secretary for Energy, Planning & Rural Affairs' that Welsh Government officials will look at options to take forward the potential banning of third party sales here in Wales.

CULTURE AND LEISURE
(COUNCILLOR PETER BRADBURY)

W5

WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD

What, if any, support has the council given to Cardiff International Arena and/or the Ministry of Defence (MOD) to host the arms fair held on 27th March and does the council recognise resident concerns and support calls for arms fairs not to be hosted in the city?

Reply

The Council did not support the Defence Procurement and Supply Chain event held at the Motorpoint Arena in March.

The Council would also not encourage 'Arms Fairs' to be held in Cardiff.

EDUCATION, EMPLOYMENT AND SKILLS
(COUNCILLOR SARAH MERRY)

W6

WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR

What has been the impact of giving schools responsibility for the maintenance of their kitchen facilities on the number of schools with a 5 in their Hygiene Certificates?

Reply

Following the significant change in schools funding regulations in April 2000, schools have been responsible for the majority of revenue funded repairs and maintenance issues on the school site including the kitchen area and caretakers houses.

Prior to the 2016/17 financial year, funding delegated to individual schools for kitchen repairs had been pooled centrally and repairs to kitchens were prioritised and commissioned by the Education & Lifelong Learning Directorate.

At the start of the 2016/17 financial year, following reductions in central staffing resources, these arrangements were amended and the pooling of resources centrally came to an end. Schools were informed of this change and, since April 2016, have been responsible for arranging any repairs or decoration to the fabric of school kitchens themselves along with the rest of the school site.

Where the Council's Schools Meals Service provides the catering function, the responsibility for the repair and maintenance of the kitchen equipment has remained with the Service. When a hygiene rating is less than 5, the School Meals Service works closely with the school to resolve any issues highlighted both in terms of staffing processes and buildings and equipment issues.

Since 2015, the analysis of school kitchen hygiene ratings carried out by the Environmental Health Team is as follows:

Secondary Schools

	Score				
Year	5	4	3	2	1
2015	7	2			
2016	8	6			
2017	7	1			1
2018	2				

Primary Schools

	Score				
Year	5	4	3	2	1
2015	33	14	2	2	
2016	57	19	1	1	1
2017	39	12	4	4	1
2018	16	6	1		1

The Council continues to monitor the effectiveness of these arrangements through the Food Safety and Communicable Disease Management Group, which is chaired by the Council's Corporate Health & Safety Manager.

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

W7

WRITTEN QUESTION FROM COUNTY COUNCILLOR NAUGHTON

Could Cardiff Council outline its strategy of repairing courtyards including those listed lower than grade E priority?

Reply

The Courtyard Improvement Programme Strategy was put in place in 2016/17 to create a robust methodology for prioritising improvement works across the city, rather than the reactive approach to maintenance that was previously in place.

A survey of the all flats with communal courtyards was undertaken to assess the overall condition of the areas, taking into account access and the condition of ground, fencing, gates and bin areas. At that time, a score ranking system was introduced which included elements such as fire safety (e.g. where large bins are stored too close to the building) and other health & safety issues. Other information considered included anti-social behaviour and crime within the area.

The scoring of all the courtyards was then converted into a category rating from A to E, with category A being classified as a new courtyard with no improvements required. Those courtyards that required more urgent work due to the poor condition of the courtyard and its surrounding areas were placed in the lowest category (E).

The schedule of works was then planned on the basis of this priority and work commenced on those courtyards which were in category E. Improvement works on all courtyards in category E where the works would cost less than £30k have been completed within the first phase; those courtyards needing more extensive works will now be prioritised.

So far, 14 courtyards have been improved as part of this improvement programme and works on a further 11 courtyards within category E are scheduled for this financial year. It is anticipated that improvement works on all category E courtyards will be completed by 31 March 2019 and then work will commence on the category D courtyards. A budget of £500k per annum has been set aside for this work.

In addition to this major programme of works, some minor works will be carried to address one-off smaller issues that arise in relation to caretaking or waste management.

W8

**WRITTEN QUESTION FROM COUNTY COUNCILLOR
NAUGHTON**

Could the council outline what the cost implications are of not doing work on repairing courtyards, such as having to attend regularly to do cleaning, extra collections and waste collections education and enforcement?

Reply

The Housing Service has an annual budget of £500k which is used to undertake work on improving courtyards. There is a planned programme of works according to the condition of the courtyard, the level of anti-social behaviour, crime and other factors.

Unfortunately, it is not possible to provide an estimate or breakdown of any additional costs that may be incurred in relation to courtyards and for attending any specific locations on a regular basis. For example, in terms of waste collection education and enforcement, it would be difficult to put a cost on this as officers undertake this work in all areas of the city and the Waste Management Service does not break down time spent in housing communal areas as opposed to elsewhere.

LEADER
(COUNCILLOR HUW THOMAS)

W9	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></p> <p>Has the administration carried out impact assessments to model the effect Brexit could have on Cardiff, the region and the local authority's performance?</p> <p>Assuming the administration has carried out such impact assessments, could they be published?</p> <p><u>Reply</u></p> <p>Following the Referendum in June 2016, an assessment of the potential impact of Brexit was undertaken, and published, by the Cardiff Public Services Board. A copy of the report can be accessed at: https://www.cardiffpartnership.co.uk/wp-content/uploads/ITEM-4-BREXIT-Cardiff-Full-Report.pdf</p> <p>Further meetings have been held between public sector partners in the city to share intelligence on the likely impacts of Brexit on the city. In addition, we recently held a workshop to discuss the impact of Brexit on the city's businesses, which will feed into a wider piece of work being undertaken by Core Cities UK, which I'm sure will be published once completed.</p>
W10	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BOYLE</u></p> <p>In headline terms, what impact does the administration envisage Brexit having on Cardiff and the local authority's performance, taking into account the different possible outcomes, i.e. the impact of withdrawal from the EU with a negotiated free trade agreement; the impact of no deal; the impact of having to fall back on World Trade Organisation (WTO) rules?</p> <p><u>Reply</u></p> <p>Work undertaken last year by the Centre for Cities estimated that a 'soft' Brexit would reduce the city's GVA by 1.3%, whilst a 'hard' Brexit would reduce GVA by 2.5%.</p>

	<p>A copy of the full report can be accessed at: http://www.centreforcities.org/wp-content/uploads/2017/07/17-07-26-Brexit-trade-and-the-economic-impacts-on-UK-cities.pdf</p>
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STRATEGIC PLANNING AND TRANSPORT
(COUNCILLOR CARO WILD)

<p>W11</p>	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>Does Cardiff Council have plans to expand on the provision of bus lanes?</p> <p><u>Reply</u></p> <p>The Council is committed to increasing the provision of bus priority measures, including bus lanes, in the city. There are currently proposals to provide more bus priority measures in the city centre and on major radial routes serving the city centre, including the A470, A469 Caerphilly Road, A48 Eastern Avenue and A4119.</p> <p>Congestion impacts on bus service journey times and reliability, and we are committed to providing priority measures that will help to make bus travel an attractive alternative to the private car for many journeys. This will, in turn, reduce congestion and improve air quality in Cardiff.</p> <p>As you will be aware, we are currently in the process of consulting widely on transport and clean air issues via our Green Paper. The deadline for comments is 1st July and I would encourage people to participate in this process.</p>
<p>W12</p>	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>What is the council doing to tackle the problem of stationary taxis blocking bus lanes and what provision has been put in place to cater to their displacement since the loss of the rank outside Cardiff Central train station?</p>

	<p><u>Reply</u></p> <p>Civil Enforcement Officers are gathering registration details of the taxis ranking in bus lanes around the city centre using the camera enforcement vehicle. The details will be provided to colleagues in Taxi Licensing who will then write to the individual drivers warning them that they could be called in front of the Council's Public Protection Sub-Committee and their licenses could be suspended if they continue to use bus lanes as a rank.</p> <p>In relation to the former 4 taxi rank places on the north side of Cardiff Central train station, significant additional capacity will be included as part of the first phase of redevelopment of the south side of the station (planning application 18/00735/MJR).</p>
W13	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>What plans does Cardiff Council have to update the technology (which was installed in 1999) that provides real time bus information in shelters?</p> <p><u>Reply</u></p> <p>Officers are reviewing the position in relation to the provision of real time information in bus shelters. I have asked them to bring forward a report for consideration by the Cabinet during the current financial year.</p> <p>The consultation on the Transport & Clean Air Green Paper, which closes on 1st July, includes specific reference to maximising the digital network/user information and we hope that the development of the South Wales Metro will provide an opportunity to improve this aspect of the customer experience.</p>
W14	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>Does the council believe cyclist stop boxes at traffic lights, at the front of road traffic, to be safe cycling provision for those travelling on bikes?</p>

	<p><u>Reply</u></p> <p>Advanced Stop Lines (ASLs) are a standard design feature in Welsh Government's statutory Active Travel Design Guidance. They are supposed to help cyclists to position themselves where they are visible to traffic and in the correct turning lane. They also provide an area with lower exhaust fumes in which to wait.</p> <p>ASLs may not resolve all problems for cyclists at traffic signals and, therefore, the design of infrastructure for cyclists at junctions needs to be considered on a case-by-case basis.</p>
W15	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR SANDREY</u></p> <p>What, if any, discussions is the council having with Traveline Cymru, in terms of the consultation on Clean Air and Transport?</p> <p><u>Reply</u></p> <p>I have met with representatives from Traveline Cymru and welcome their input into the consultation on the Transport & Clean Air Green Paper. Any organisation is free to contribute to the consultation process and the Council would welcome any views.</p>
W16	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>Partly for historical reasons, the existing dedicated cycling infrastructure in the city has routes marked out in a wide variety of styles and is often not sufficiently joined up. This can cause considerable confusion for cyclists, other road users and pedestrians who are often not always aware they are walking on cycle paths, or on shared paths. What action will the council take to deliver greater consistency in the ways our existing cycle routes are marked up?</p> <p><u>Reply</u></p> <p>In addition to developing a network of new Cycle Superhighway and Primary routes, which will provide continuous and coherent infrastructure connecting major destinations to communities, the Council is also developing plans to upgrade existing popular routes, including the Taff Trail and Bay Trail. Improvements to wayfinding to enhance the coherence of these routes will form part of this programme of upgrades.</p>

W17	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>Can you please provide an update on what progress has been made towards piloting the installation of charging points for electric vehicles within existing street lights?</p> <p><u>Reply</u></p> <p>The development of an electric vehicle charging infrastructure for Cardiff has made good progress in recent months and a significant amount of work in the provision of residential charge points has been undertaken. This includes grid capacity and lighting column location and suitability assessments.</p> <p>A draft bid to the Office for Low Emission Vehicles Residential Chargepoint Scheme has been prepared and is currently being assessed for robustness by the government's partner, the Energy Savings Trust (EST). Feedback from the EST will be taken on board and it is anticipated that the bid will be submitted by the end of this month for consideration.</p> <p>The bid includes the proposal for piloting the installation of charging points for electric vehicles within existing street lights. If the bid is successful, the equipment is expected to be installed by the end of the financial year.</p>
W18	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR BERMAN</u></p> <p>There are a number of places where paving slabs in St Mary Street have been lifted to facilitate other works (such as by utility companies) and then only replaced with tarmac, substantially spoiling the appearance of the paved surfacing put in when the street was pedestrianised. Why has the council allowed companies to get away with not replacing such paving slabs, and what action will it take both to rectify this and prevent it from happening in future?</p> <p><u>Reply</u></p> <p>The areas that have been reinstated with tarmac are only a temporary reinstatement to ensure that the pedestrianised areas are clear for daily commuters and shoppers at the earliest date possible, along with having the area open in time for major events that take place within the city centre.</p>

	<p>The materials that are used in these locations are specialist slabs and require additional ordering time. A number of the locations were due to emergency, rather than planned, works and were undertaken by Western Power Distribution due to cable faults. As a result, specialist slabs could not be ordered prior to the excavations taking place. However, the company has recently been chased up by the Inspector who permitted the works to be undertaken and we hope to have a permanent date to rectify the areas programmed shortly.</p>
W19	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></p> <p>Is the council working with large employers on the outskirts of the city centre to introduce Next Bikes, such as Companies House and UHW, in and around the Gabalfa area?</p> <p><u>Reply</u></p> <p>I can confirm that the Council is working collaboratively with nextbike to promote the system and develop relationships with large employers in the Gabalfa area and across the city. The commercial operation of the scheme is the sole responsibility of the operator and their commercial manager is actively engaged with a number of large employers, both in Gabalfa and in other parts of Cardiff, to encourage corporate membership of the scheme.</p>
W20	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR TAYLOR</u></p> <p>What plans are there to bring Next Bikes to Gabalfa?</p> <p><u>Reply</u></p> <p>Work is currently underway on installing an additional 250 bikes, and there will be a hire location at Llys Tal-y-Bont Road, which is sponsored by Cardiff University, that will also be convenient for access to the Taff Trail.</p> <p>Following completion of the installation of the 500 bike scheme, there will be a review of the network with a focus in providing some additional docking stations across the city. Gabalfa will, of course, be included as part of this review.</p> <p>In due course, it is hoped that the scheme will be able to be further expanded to provide a denser network, and an assessment of the physical suitability of potential sites is underway.</p>

W21	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></p> <p>On Monday 4th June, the Welsh Government announced that a new train station will be built in Gabalfa. What, if any, involvement has the council had in this decision?</p> <p><u>Reply</u></p> <p>This new station has been proposed many times and formed part of the pre-tender discussions with the Council. Decisions on the locations of proposed new stations will be taken by KeolisAmey and Transport for Wales, in conjunction with Welsh Government. The Council will seek to ensure that, whatever the location; the new station delivers the maximum benefit for Cardiff residents and potential users of the facility.</p>
W22	<p><u>WRITTEN QUESTION FROM COUNTY COUNCILLOR WOOD</u></p> <p>Does the council have a preferred location for the recently announced new Gabalfa train station?</p> <p><u>Reply</u></p> <p>Decisions on the locations of proposed new stations will be taken by KeolisAmey and Transport for Wales, in conjunction with Welsh Government. The Council will seek to ensure that, whatever the location; the new station delivers the maximum benefit for Cardiff residents and potential users of the facility.</p>

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